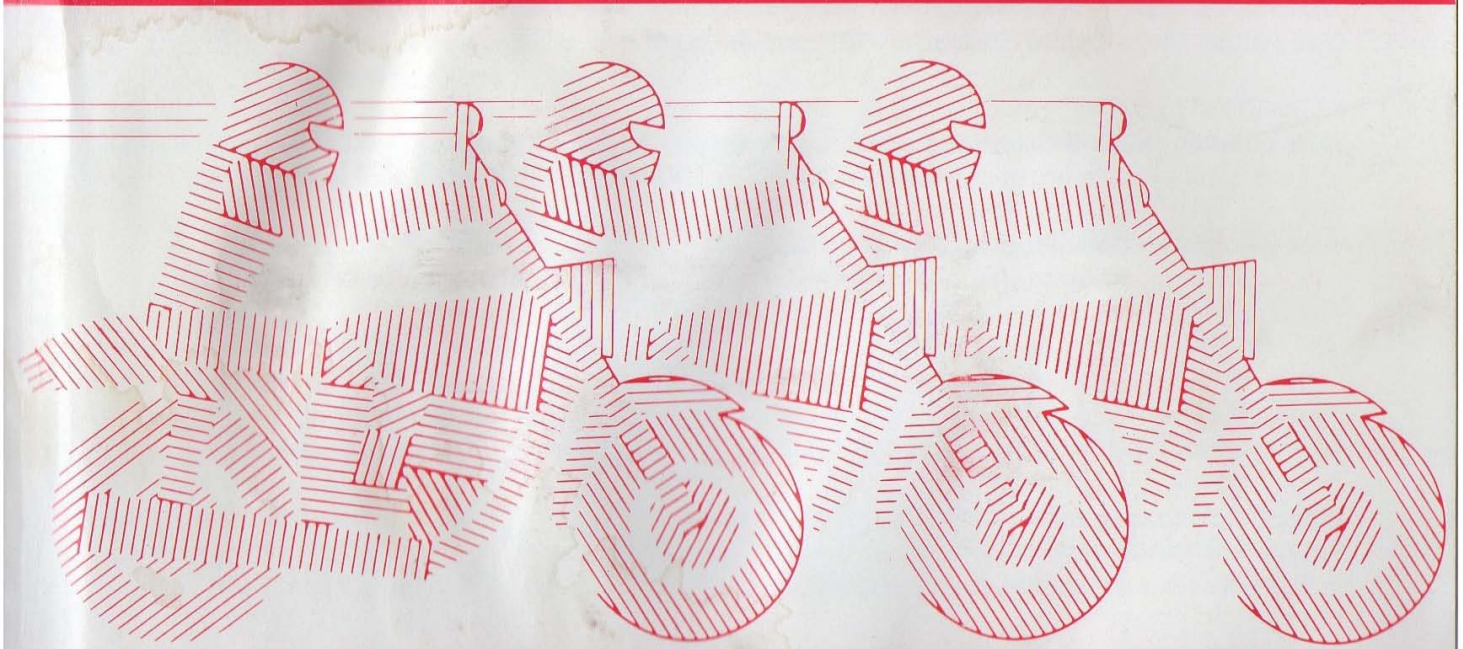
2001 HONDA



VT750C3
VT750CD3

OWNER'S MANUAL

IMPORTANT INFORMATION

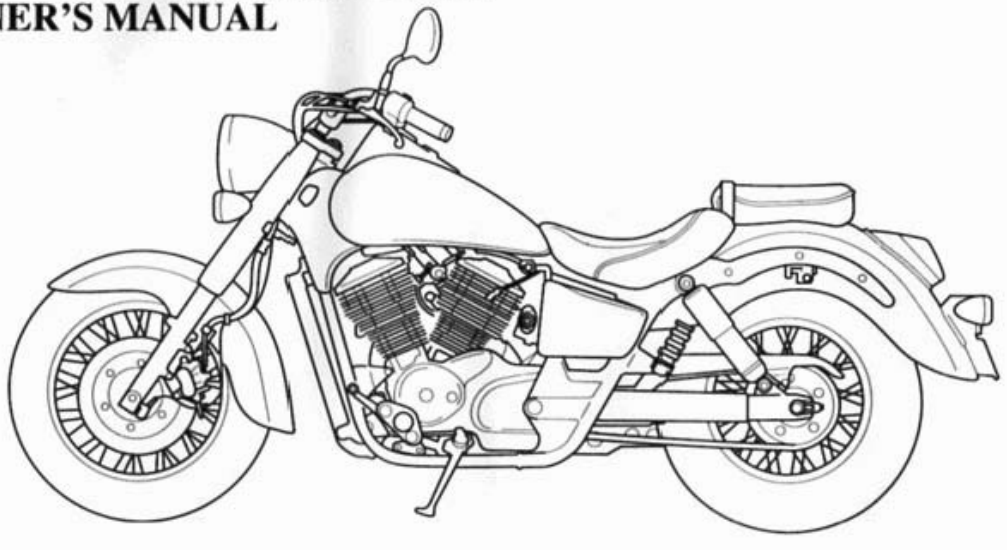
- **OPERATOR AND PASSENGER**
  This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the tire information label.

- **ON-ROAD USE**
  This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush or grass covered areas may be illegal. Obey local laws and regulations.

- **READ THIS OWNER'S MANUAL CAREFULLY**
  Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "Safety Messages" section which appears opposite the Contents page.

  This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold.

HONDA VT750C3/CD3 2001
SHADOW/Deluxe
American Classic Edition
OWNER'S MANUAL



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WELCOME

Your new motorcycle presents you with an invitation to adventure and a challenge to master the machine. Your safety depends not only on your own alertness and familiarity with the motorcycle, but also the motorcycle's mechanical condition. A pre-ride inspection before every outing and regular maintenance are essential.

To help meet the challenges safely and enjoy the adventure fully, become thoroughly familiar with this Owner's Manual BEFORE YOU RIDE THE MOTORCYCLE.

Also for your own and your Honda's sake, please read all the written material which came with your new Honda. These items include:

* Honda Owner's Identification Card
* Honda Motorcycle Warranties Booklet
* Set-up and Pre-delivery Checklist (USA only)
* You And Your Motorcycle RIDING TIPS & PRACTICE GUIDE (USA only)

When service is required, remember that your Honda dealer knows what it takes to keep your Honda going strong. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Service Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda!

SAFETY MESSAGES

Your safety, and the safety of others, is very important. We have provided important safety messages in this manual and on your motorcycle. Please read these messages carefully.

A safety message alerts you to potential hazards that can hurt you and others. Each safety message is preceded by a safety alert symbol ⚠ and one of three words **DANGER, WARNING,** or **CAUTION.**

These mean:

⚠ DANGER — **You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.**

⚠ WARNING — **You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.**

⚠ CAUTION — **You CAN be HURT if you don't follow instructions.**

Each message tells you what the hazard is, what can happen, and what you can do to avoid or reduce injury.

Damage Prevention Messages

You will also see other important messages that are preceded by the word **NOTICE.**

This word means:

NOTICE — Your motorcycle or other property can be damaged if you don't follow instructions.

The purpose of these messages is to help prevent damage to your Honda, other property, or the environment.

OPERATION

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MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

Your motorcycle can provide many years of service and pleasure — if you take responsibility for your own safety and understand the challenges that you can meet on the road.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider most important.

Always Wear a Helmet

It's a proven fact: Helmets significantly reduce the number and severity of head injuries. So always wear a helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves and other protective gear (page 3).

Take a Rider Training Course

Because many accidents involve inexperienced or untrained riders, we urge all riders to take a certified course approved by the Motorcycle Safety Foundation (MSF).

New riders should start with the basic course, and even experienced riders will find the advanced course beneficial. For information about the MSF training course nearest you, call the national toll-free number (800) 446-9227 (USA only).

Ride Defensively

The most frequent motorcycle collision happens when a car turns left in front of a motorcycle. Another common situation is a car moving suddenly into your lane. Always pay attention to other vehicles around you, and do not assume that other drivers see you.

Be prepared to stop quickly or make an evasive maneuver. For other riding tips, see the booklet, *You and Your Motorcycle: Riding Tips and Practice Guide,* which came with your new motorcycle (USA only).

Make Yourself Easy to See

Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

Ride Within Your Limits

Pushing the limits is another major cause of motorcycle accidents. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Keep Your Bike in Safe Condition

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 5 for more details.

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, long pants, and a long-sleeved shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride. Following are suggestions to help you choose proper gear.

⚠ WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you and your passenger always wear a helmet, eye protection and other protective apparel when you ride.

Helmets and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-colored helmet can make you more noticeable in traffic, as can reflective strips.

An open-face helmet offers some protection, but a full-face helmet offers more. Regardless of the style, look for a DOT (Department of Transportation) sticker in any helmet you buy (USA only), and always wear a face shield or goggles to protect your eyes and help your vision.

Additional Riding Gear

In addition to a helmet and eye protection, we also recommend:

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to keep your hands warm and help prevent blisters, cuts, burns and bruises.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-colored and reflective clothing can help make you more noticeable in traffic. Be sure to avoid loose clothes that could get caught on any part of your motorcycle.

LOAD LIMITS AND GUIDELINES

Your motorcycle has been designed to carry you and one passenger. When you carry a passenger, you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tires and brakes, you can safely carry loads within the given limits and guidelines.

However, exceeding the weight limit or carrying an unbalanced load can seriously affect your motorcycle's handling, braking and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

The following pages give more specific information on loading, accessories and modifications.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. Anytime you ride with a passenger or cargo you should be aware of the following information.

⚠ WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:
170 kg (375 lbs)

Includes the weight of the rider, passenger, all cargo and all accessories

Maximum cargo weight:
17.5 kg (39 lbs)

Loading Guidelines

Your motorcycle is primarily intended for transporting you and a passenger. You may wish to secure a jacket or other small items to the seat when you are not riding with a passenger.

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 7 .

Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 80 mph (130 km/h) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tires are properly inflated and that pressure in the rear tire is increased to suit the load (page 31).
- If you change your normal load, you may need to adjust the rear suspension (page 18).
- To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.
- Place cargo weight as close to the center of the motorcycle as possible.
- Balance cargo weight evenly on both sides.
- Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, forks or fender.

ACCESSORIES AND MODIFICATIONS

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

⚠ WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Accessories

We strongly recommend that you use only genuine Honda accessories that have been specifically designed and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.

- Do not install any fairing or windshield unless it was designed and tested by Honda for your motorcycle. Some fairings or windshields, even smaller ones, can cause unstable handling of your motorcycle. This is especially true if the fairing or windshield is poorly designed or improperly mounted.

- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 106). A blown fuse can cause a loss of lights or engine power.

- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

Modifications

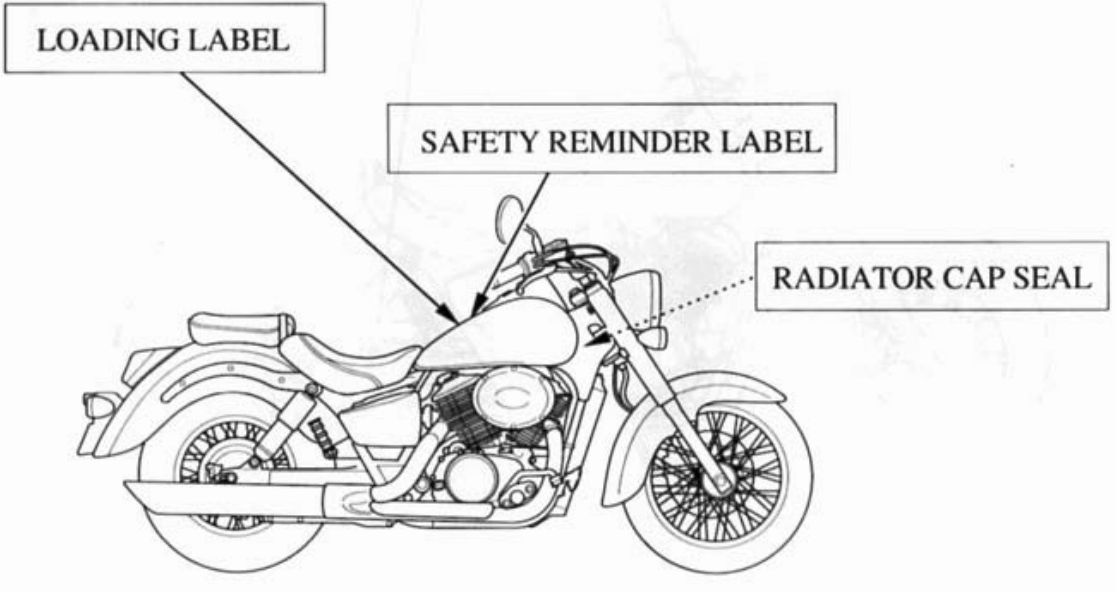
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

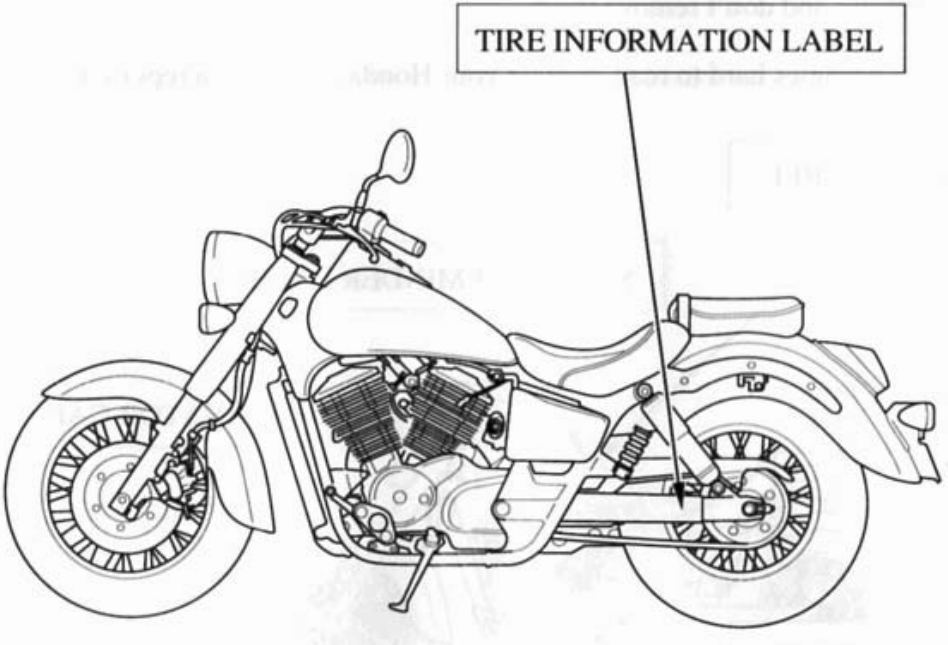
Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

SAFETY LABELS

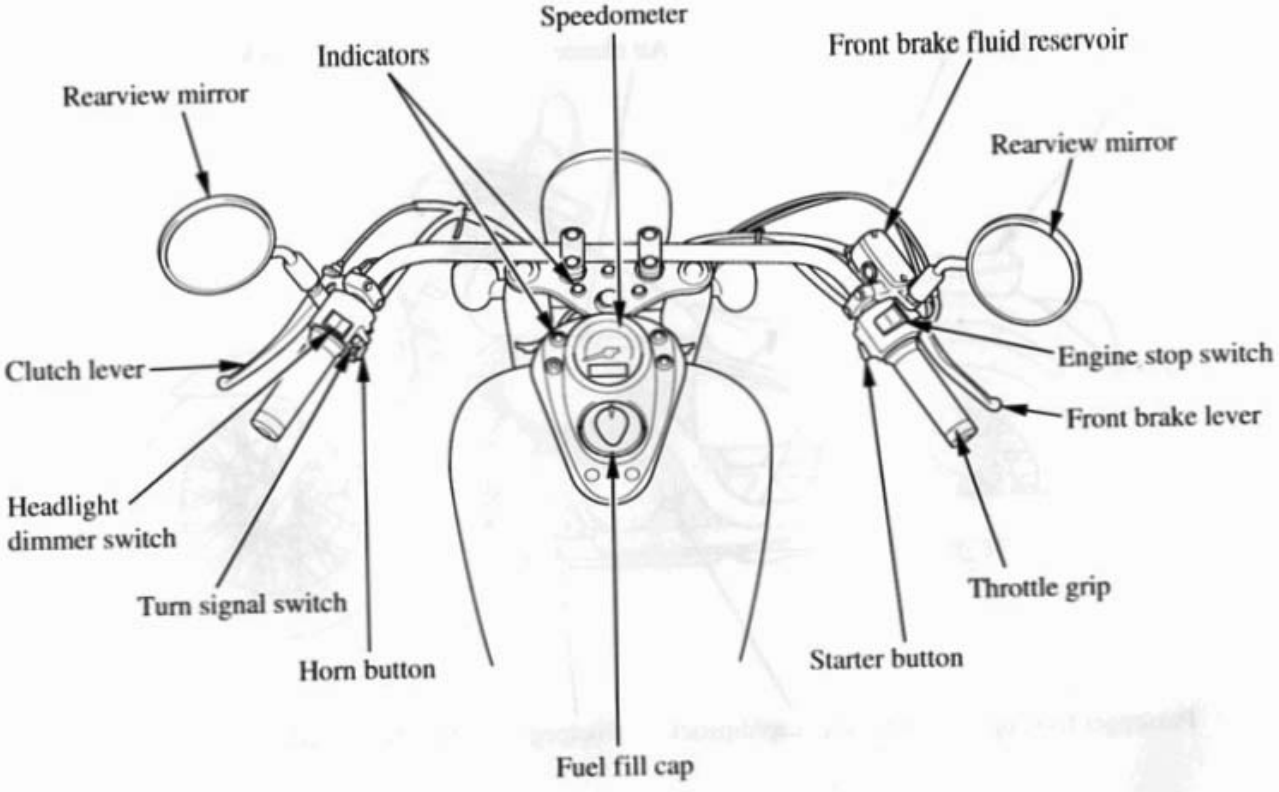
The following shows the locations of safety labels on your motorcycle. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read these labels carefully and don't remove them.

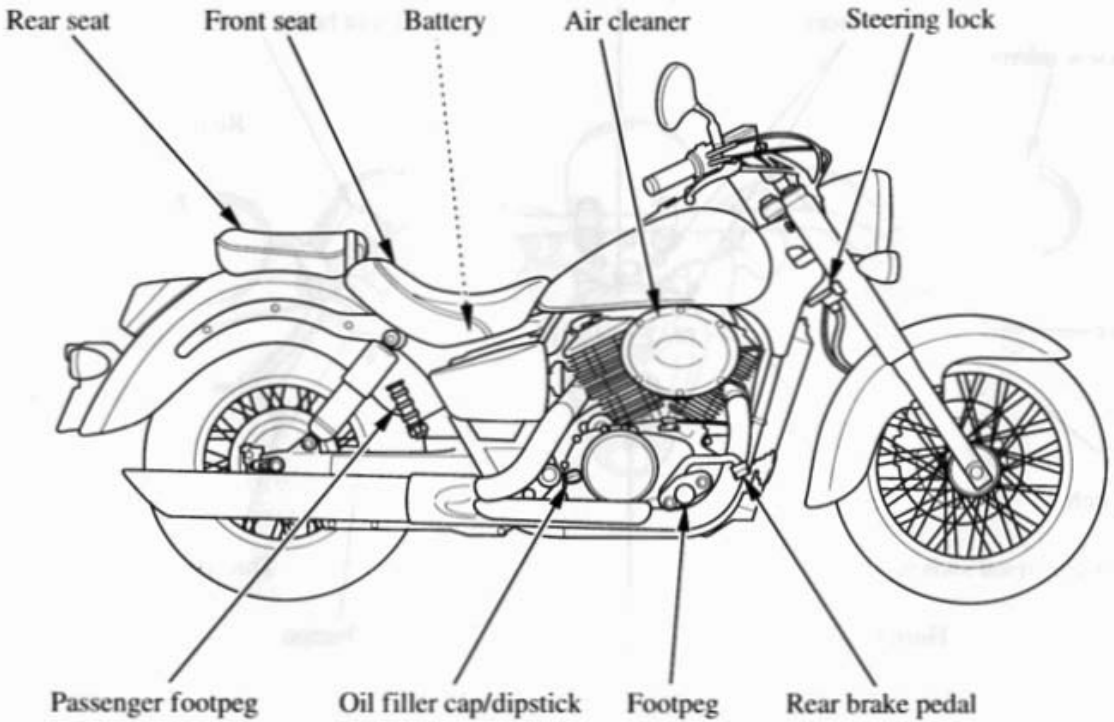
If a label comes off or becomes hard to read, contact your Honda dealer for a replacement.

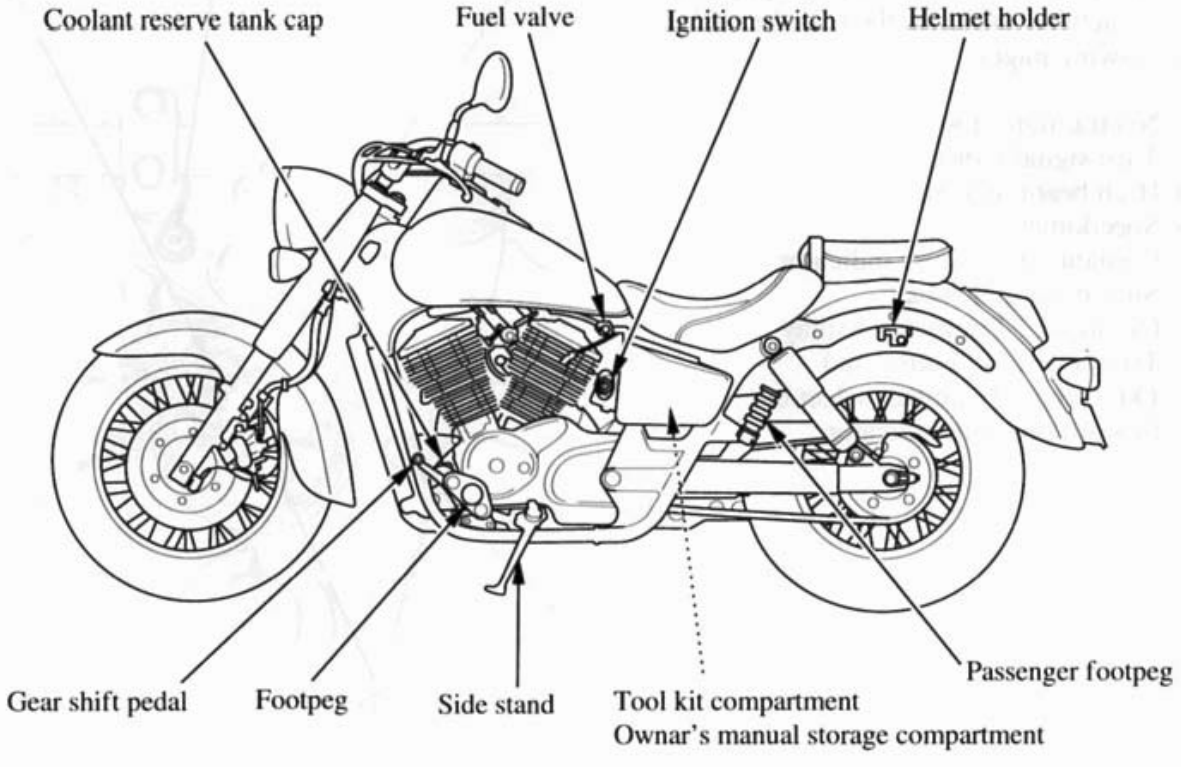



TIRE INFORMATION LABEL

PARTS LOCATION



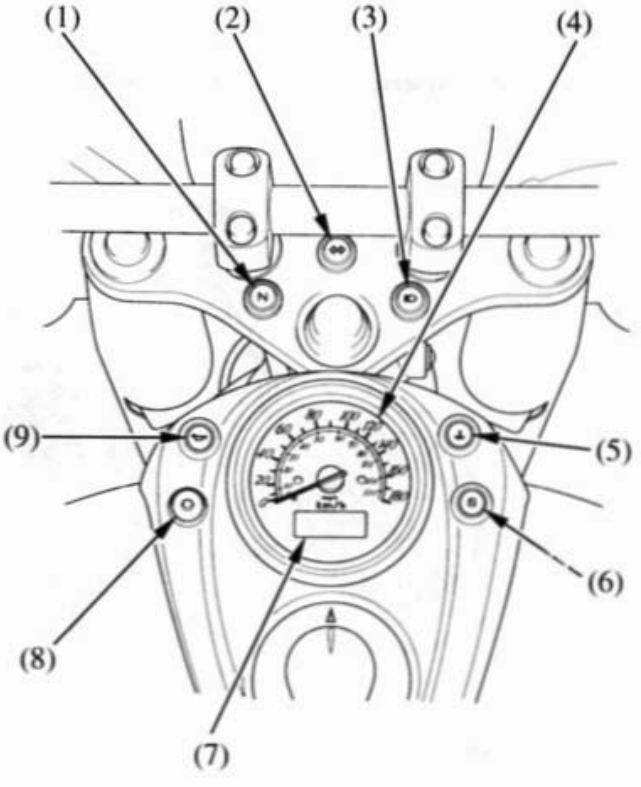

Rear seat
Front seat
Battery
Air cleaner
Steering lock
Passenger footpeg
Oil filler cap/dipstick
Footpeg
Rear brake pedal


Coolant reserve tank cap
Fuel valve
Ignition switch
Helmet holder
Gear shift pedal
Footpeg
Side stand
Tool kit compartment
Ownar's manual storage compartment
Passenger footpeg

INSTRUMENTS AND INDICATORS

The indicators are located near the speedometer. Their functions are described in the tables on the following pages.

(1) Neutral indicator
(2) Turn signal indicator
(3) High beam indicator
(4) Speedometer
(5) Coolant temperature indicator
(6) Side stand indicator
(7) Odometer / Tripmeter display
(8) Tripmeter reset button and Odometer / Tripmeter select button
(9) Low oil pressure indicator



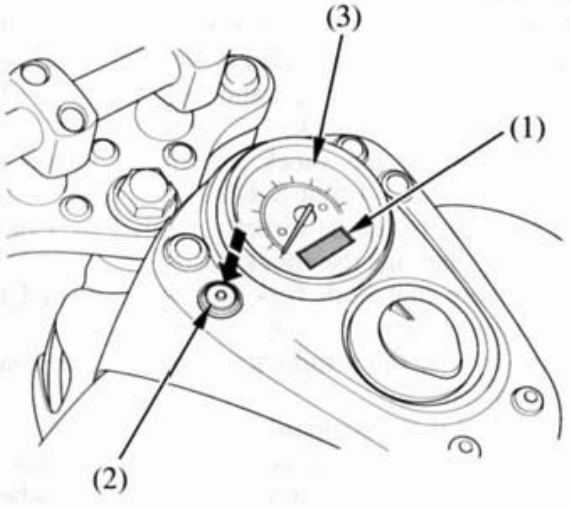
(Ref.No.) Description	Function
(1) Neutral indicator (green)	Lights when the transmission is in neutral.
(2) Turn signal indicator (amber)	Flashes when either turn signal is operated.
(3) High beam indicator (blue)	Lights when the headlight is on high beam.
(4) Speedometer	Shows riding speed.
(5) Coolant temperature indicator (red)	Lights when the coolant is over the specified temperature. If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 24 - 25 and do not ride the motorcycle until the problem has been corrected. **NOTICE** Exceeding maximum running temperature can cause serious engine damage.
(6) Side stand indicator (amber)	Lights when the side stand is put down. Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 46) is activated.

(Ref.No.) Description	Function
(7) Odometer/Tripmeter display	ODO: Shows accumulated mileage. TRIP: Shows mileage per trip.
(8) Tripmeter reset button and Odometer/Tripmeter select button	This button is used to reset the tripmeter or to select the tripmeter or odometer (page 17).
(9) Low oil pressure indicator (red)	Lights when the engine oil pressure is below the normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.

Odometer/Tripmeter Display

The display (1) has two functions, odometer and tripmeter. To select, push the button (2) on the left side of the speedometer (3).

To reset the tripmeter, hold this button (2) with the display in the tripmeter mode.



(1) Odometer / Tripmeter display
(2) Tripmeter reset button and Odometer / Tripmeter select button
(3) Speedometer

MAJOR COMPONENTS (Information you need to operate this motorcycle)

SUSPENSION

Each shock absorber (1) has 5 adjustment positions for different load or riding conditions. Use the pin spanner (2) and extension bar (3) to adjust the rear shock.

Always adjust the shock absorber position in sequence (1-2-3-4-5 or 5-4-3-2-1).

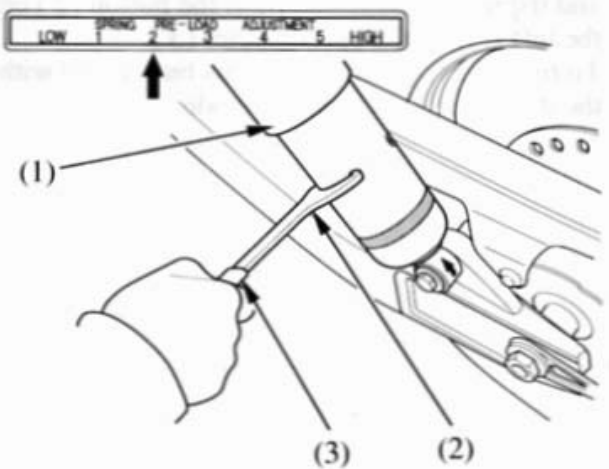
Attempting to adjust directly from 1 to 5 or 5 to 1 may damage the shock absorber.

Make sure that both fork legs are adjusted to the same position.

Position 1 is for a light load and smooth road conditions.

Position 2 is the standard position.

Positions 3 to 5 increase spring preload for a stiffer rear suspension and can be used when the motorcycle is more heavily loaded.



(1) Shock absorber
(2) Pin spanner
(3) Extension bar

BRAKES

Front Brake

The front brake is a hydraulic disc type.

As the brake pads wear, the brake fluid level will drop. A leak in the system will also cause the level to drop. Therefore, the brake fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 84), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

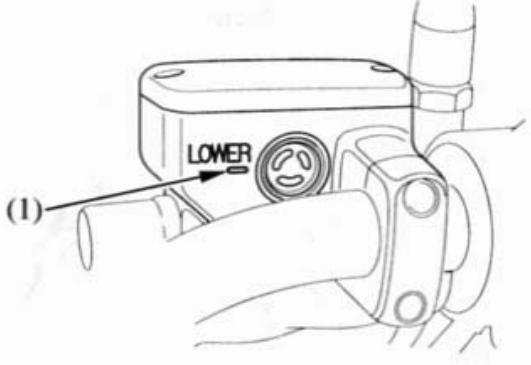
Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark (1), check the brake pads for wear (page 84).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.

Front



(1) LOWER level mark

Rear Brake

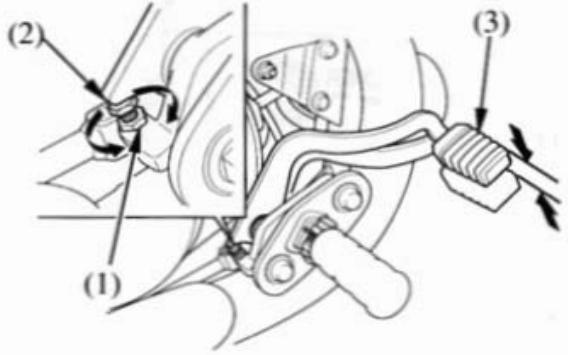
Pedal height adjustment:

The stopper bolt is provided to allow adjustment of the pedal height.

1. Loosen the lock nut (1) and turn the stopper bolt (2).
2. Tighten the lock nut (1).

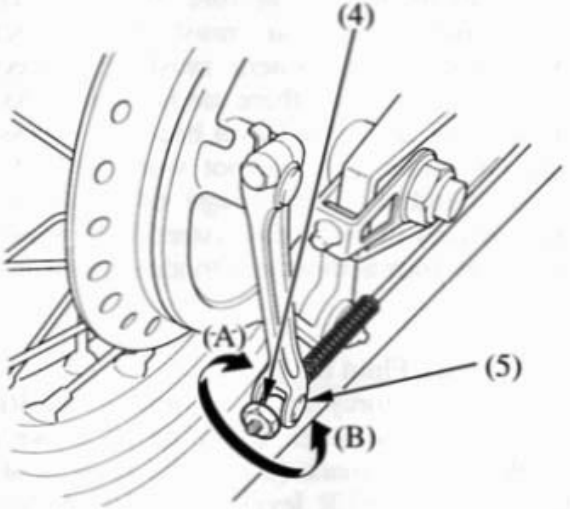
Free play adjustment:

1. Measured at the tip of the rear brake pedal (3), free play should be maintained at:
   20 – 30 mm (0.8 – 1.2 in)



(1) Lock nut
(2) Stopper bolt
(3) Rear brake pedal

2. Make free play adjustments by turning the adjusting nut (4) at the brake arm.
   Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final free play adjustment.



(4) Adjusting nut
(5) Arm pin
(A) Decrease free play
(B) Increase free play

3. Apply the brake several times and check for free wheel rotation after the brake pedal is released.

If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.

Other checks:

Make sure the brake rod, brake arm, spring and fasteners are in good condition.

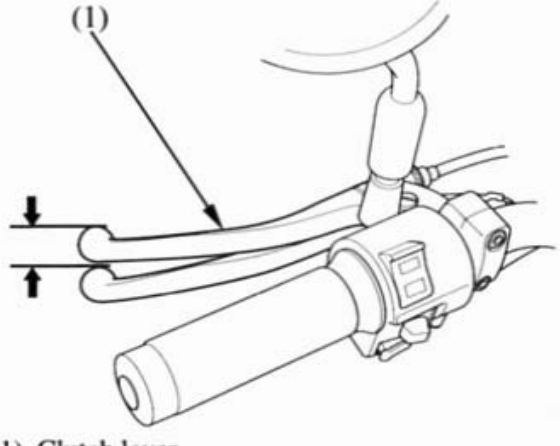
CLUTCH

Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed.

Minor adjustments can be made with the clutch cable adjuster (3) at the lever (1).

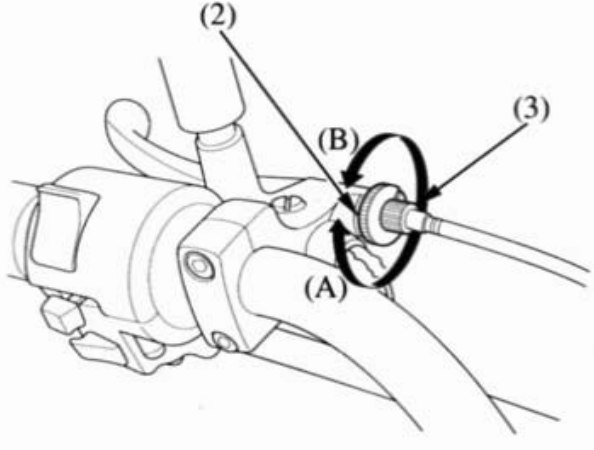
Normal clutch lever free play is:

10 – 20 mm (0.4 – 0.8 in)



(1) Clutch lever

1. Loosen the lock nut (2) and turn the adjuster (3). Tighten the lock nut (2) and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct free play cannot be obtained, loosen the lock nut (2) and turn in the cable adjuster (3) completely.
   Tighten the lock nut (2).



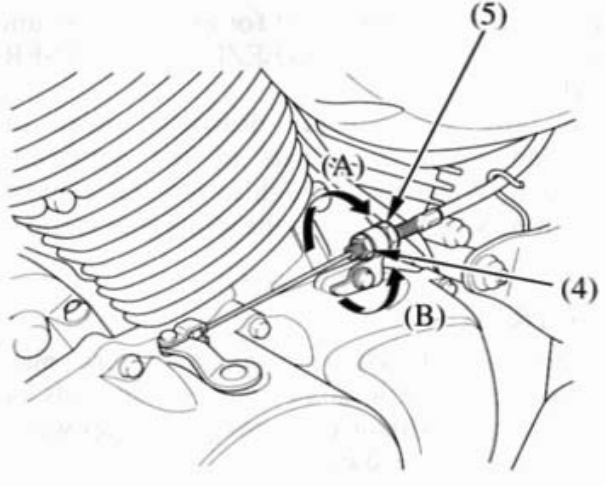
(2) Lock nut
(3) Clutch cable adjuster
(A) Increase free play
(B) Decrease free play

3. Loosen the lock nut (4) at the lower end of the cable. Turn the adjusting nut (5) to obtain the specified free play. Tighten the lock nut (4) and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.

If proper adjustment cannot be obtained or the clutch does not work correctly, see your authorized Honda dealer.

Other checks:

Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.



(4) Lock nut
(5) Adjusting nut
(A) Increase free play
(B) Decrease free play

COOLANT

Coolant Recommendation

The owner must properly maintain the coolant to prevent freezing, overheating and corrosion. Use Pro HONDA HP coolant or an equivalent high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.

NOTICE

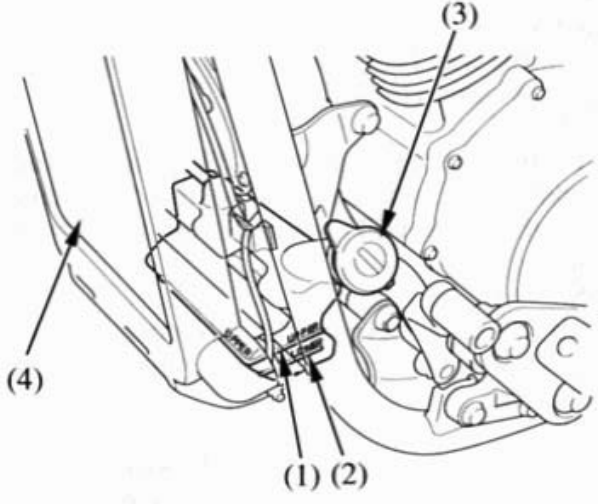
Using coolant with silicate inhibitors may cause premature wear of water pump seals or blockage of radiator passages. Using tap water may cause engine damage.

The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection.

During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.

Inspection

The reserve tank is behind the radiator (4). Check the coolant level in the reserve tank while the engine is at normal operating temperature. It should be between the UPPER (1) and LOWER (2) level marks. If the coolant level begins to reach the LOWER level mark (2), add coolant to the UPPER level mark (1). Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap. If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.



(1) UPPER level mark
(2) LOWER level mark
(3) Reserve tank cap
(4) Radiator

FUEL

Fuel Valve

The three way fuel valve (1) is on the left side near the carburetor.

OFF

With the fuel valve in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the valve OFF whenever the motorcycle is not in use.

ON

With the fuel valve in the ON position, fuel will flow from the main fuel supply to the carburetor.

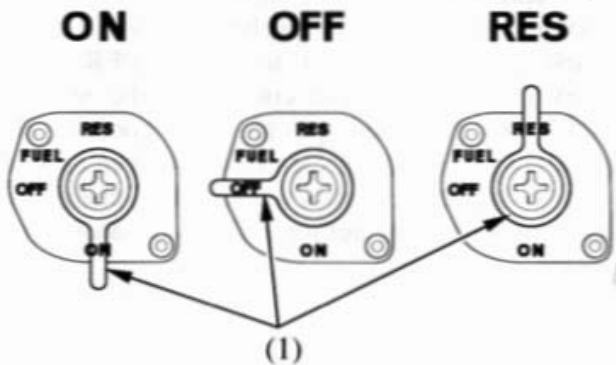
RES

With the fuel valve in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

The reserve fuel supply is:

3.6 ℓ (0.95 US gal , 0.79 Imp gal)

Remember to check that the fuel valve is in the ON position each time you refuel. If the valve is left in the RES position, you may run out of fuel with no reserve.



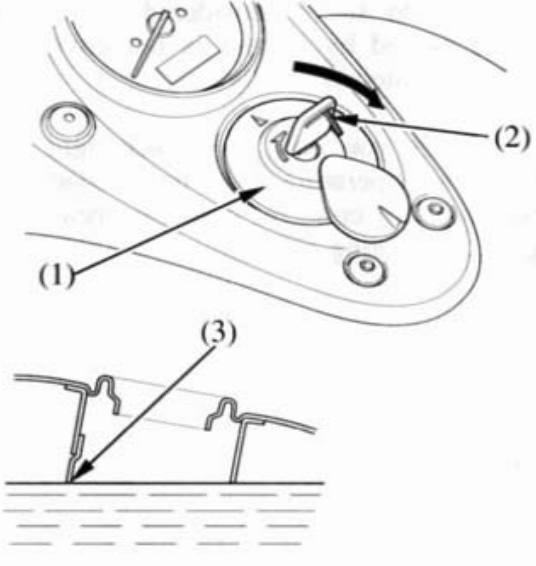
(1) Fuel valve

Fuel Tank

The fuel tank capacity, including reserve, is:

14.0 ℓ (3.70 US gal , 3.08 Imp gal)

To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The cap will pop up and can be lifted off.



(1) Fuel fill cap
(2) Ignition key
(3) Filler neck

Do not overfill the tank. There should be no fuel in the filler neck (3).

After refueling, to close the fuel fill cap, align the latch in the cap with the slot in the filler neck. Push the cap into the filler neck until it snaps closed and locks. Remove the key.

⚠WARNING

Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.

Your engine is designed to use any gasoline that has a pump octane number of 86 or higher. Gasoline pumps at service stations normally display the pump octane number.

We recommend that you use unleaded fuel because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt, dust or water in the fuel tank. Use of a lower octane gasoline can cause persistent "pinging" or heavy "spark knock" (a metallic rapping noise) which, if severe, can lead to engine damage.

NOTICE

If "spark knock" or "pinging" occurs at a steady engine speed under normal load, change brands of gasoline. If spark knock or pinging persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.

Occasionally you may experience light spark knock while operating under heavy loads. This is no cause for concern, it simply means your engine is operating efficiently.

Oxygenated Fuels

Some conventional gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions.

If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.

Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/ provinces require this information to be posted on the pump. The following are the EPA (The U. S. Environmental Protection Agency) approved percentages of oxygenates:

ETHANOL (ethyl or grain alcohol) 10 % by Volume

You may use gasoline containing up to 10 % ethanol by volume. Gasoline containing ethanol may be marketed under the name "Gasohol".

MTBE (Methyl Tertiary Butyl Ether) 15 % by Volume

You may use gasoline containing up to 15 % MTBE by volume.

METHANOL (methyl or wood alcohol) 5 % by Volume

You may use gasoline containing up to 5 % methanol by volume as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system.

Gasoline containing more than 5 % methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber, and plastic parts of your fuel system.

If you notice any undesirable operating symptoms, try another service station or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates mentioned above are not covered under warranty.

ENGINE OIL

Engine Oil Level Check

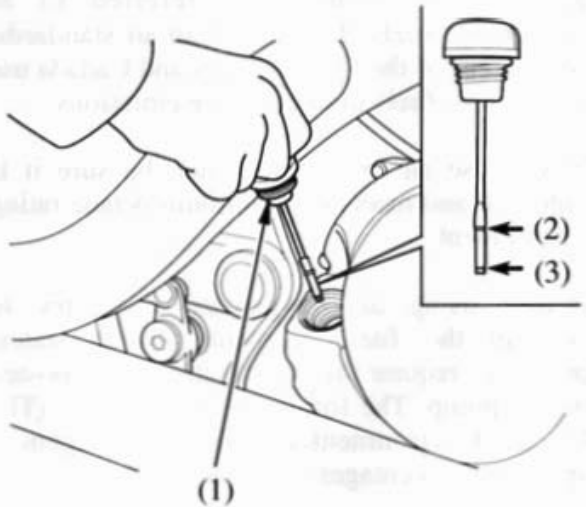
Check the engine oil level each day before operating the motorcycle.

NOTICE

Running the engine with insufficient oil pressure may cause serious engine damage.

To check the oil level:

1. Start the engine and let it idle for a few minutes. Make sure the low oil pressure indicator goes off. If the indicator remains on, stop the engine immediately.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the oil filler cap/dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
4. If required, add the specified oil (page 69) up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.



(1) Filler cap/dipstick
(2) Upper level mark
(3) Lower level mark

TIRES AND TUBES

To safely operate your motorcycle, the tires must be the proper type and size, in good condition with adequate tread, and correctly inflated. The following pages give more detailed information on how and when to check your air pressure, how to inspect your tires for damage, and what to do when your tires need to be repaired or replaced.

⚠ WARNING

Using tires that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tire inflation and maintenance.

Air Pressure

Keeping your tires properly inflated provides the best combination of handling, tread life and riding comfort. Generally, underinflated tires wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Overinflated tires make your motorcycle ride more harshly, are more prone to damage from road hazards, and wear unevenly.

We recommend that you visually check your tires before every ride and use a gauge to measure air pressure at least once a month or any time you think the tires might be low.

Always check air pressure when your tires are "cold" – when the motorcycle has been parked for at least three hours. If you check air pressure when your tires are "warm" – when the motorcycle has been ridden for even a few miles – the readings will be higher than if the tires were "cold". This is normal, so do not let air out of the tires to match the recommended cold air pressures given below. If you do, the tires will be underinflated.

The recommended "cold" tire pressures are:

Front	200 kPa (2.00 kgf/cm², 29 psi)
Rear	200 kPa (2.00 kgf/cm², 29 psi) with less than 90 kg (200 lbs) of added weight
	250 kPa (2.50 kgf/cm², 36 psi) with more than 90 kg (200 lbs) of added weight

(Added weight includes the weight of the rider, passenger, all cargo and all accessories.)

Inspection

Whenever you check the tire pressures, you should also examine the tire treads and sidewalls for wear, damage, and foreign objects:

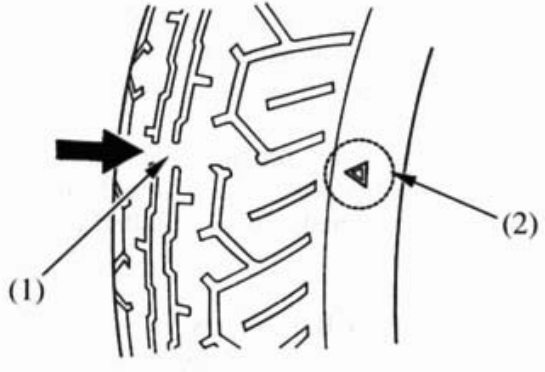
Look for:

- Bumps or bulges in the side of the tire or the tread. Replace the tire if you find any bumps or bulges.
- Cuts, splits or cracks in the tire. Replace the tire if you can see fabric or cord.
- Excessive tread wear.

Also, if you hit a pothole or hard object, pull to the side of the road as soon as you safely can and carefully inspect the tires for damage.

Tread Wear

For the best performance, you should replace a tire before the tread depth at the center reaches 0.06 in (1.5 mm) for the front tire, and 0.08 in (2.0 mm) for the rear tire. If the wear indicators (1) are visible, replace the tire immediately as it is no longer safe.



(1) Wear indicator
(2) Wear indicator location mark

Tube Repair and Replacement

If a tube is punctured or damaged, you should replace it as soon as possible. A tube that is repaired may not have the same reliability as a new one, and it may fail while you are riding.

If you need to make a temporary repair by patching a tube or using an aerosol sealant, ride cautiously at reduced speed and have the tube replaced before you ride again. Any time a tube is replaced, the tire should be carefully inspected as described on page 31.

Tire Replacement

The tires that came on your motorcycle were designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability and comfort.

⚠WARNING

Installing improper tires on your motorcycle can affect handling and stability. This can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tires recommended in this owner's manual.

The recommended tires for your motorcycle are:

Front: 120/90 – 17 64S
BRIDGESTONE G701
DUNLOP D404F

Rear: 170/80 – 15 M/C 77S
BRIDGESTONE G702
DUNLOP D404

Whenever you replace a tire, use one that is equivalent to the original and be sure the wheel is balanced after the new tire is installed.

Also remember to replace the inner tube whenever you replace a tire. The old tube will probably be stretched, and if installed in a new tire, it could fail.

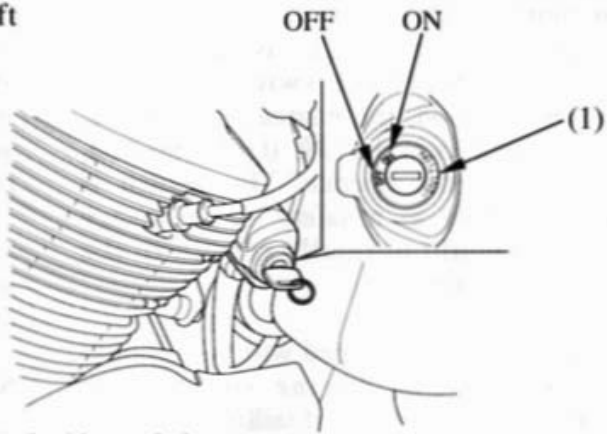
Important Safety Reminders

- Do not install car tires on this motorcycle. During installation the tire may separate from the rim with enough force to cause serious injury or death.

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is in front of the left side cover.



(1) Ignition switch

Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Headlight, taillight and instrument lights are on and other lights can be operated. Engine can be started.	Key cannot be removed

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

The engine stop switch (1) is next to the throttle grip. When the switch is in the ○ (RUN) position, the engine will operate. When the switch is in the ⊠ (OFF) position, the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in the ○ (RUN) position.

If your motorcycle is stopped with the ignition switch ON and the engine stop switch ⊠ (OFF), the headlight and taillight will still be on, resulting in battery discharge.

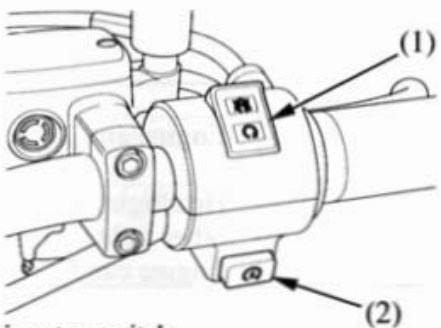
Starter Button

The starter button (2) is below the engine stop switch (1).

When the starter button is pressed, the starter motor will crank the engine; the headlight will automatically go out, but the taillight will stay on.

The starter motor will not operate when the starter button is pressed if the engine stop switch is in the ⊠ (OFF) position.

See pages 47 – 48 for "Starting Procedure."



(1) Engine stop switch
(2) Starter button

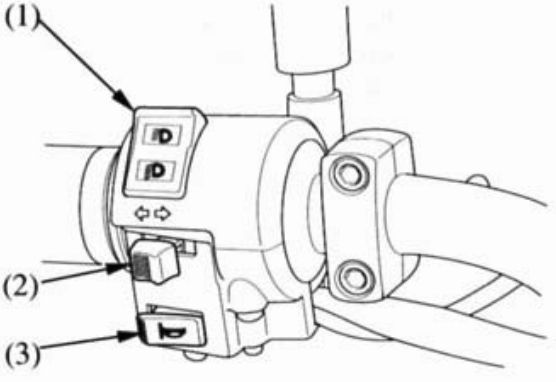
LEFT HANDLEBAR CONTROLS

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)
Select ≡D (HI) for high beam, ≡D (LO) for low beam.

Turn Signal Switch (2)
Move to ⇦ (L) to signal a left turn, ⇨ (R) to signal a right turn. Press to turn signal off.

Horn Button (3)
Press the button to sound the horn.

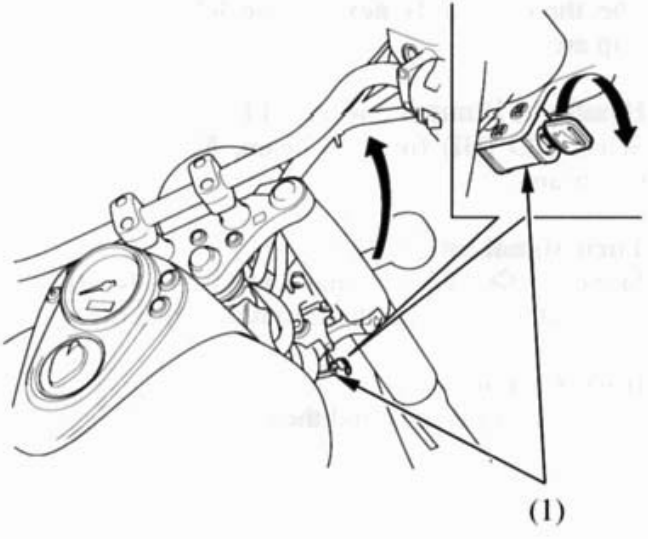


(1) Headlight dimmer switch
(2) Turn signal switch
(3) Horn button

FEATURES (Not required for operation)

STEERING LOCK

The steering lock (1) is on the steering stem.
Turn the handlebar all the way to the left and insert the key into lock, turn the key 180° clockwise and remove it.



(1) Steering lock

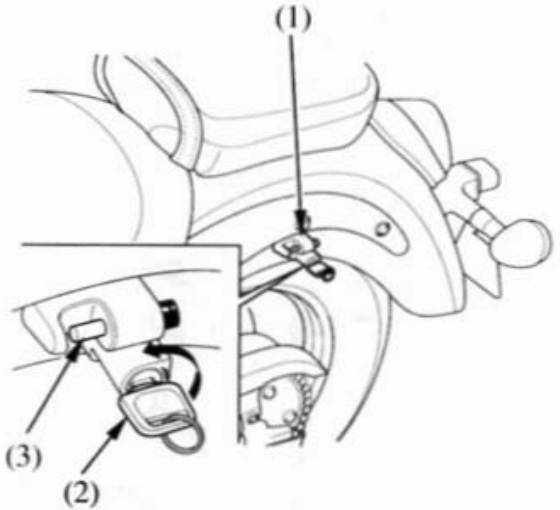
HELMET HOLDER

The helmet holder (1) is on the left side below the rear seat. The helmet holder is designed to secure your helmet while parked.
Use the ignition key (2) to unlock the holder.
Hang your helmet on the holder pin (3) and push in the holder pin.

⚠ WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

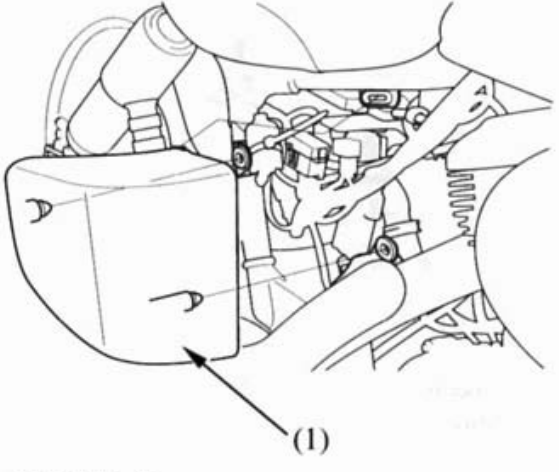


(1) Helmet holder
(2) Ignition key
(3) Holder pin

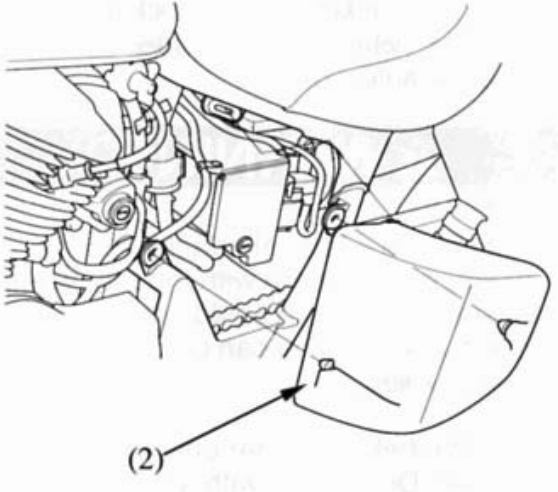
If you must carry an extra helmet while riding, use a commercially-available elastic cord, strap or net to secure the helmet to the seat.

SIDE COVER

To remove the right side cover (1) and left side cover (2), grasp the cover on opposite sides and pull out.



(1) Right side cover



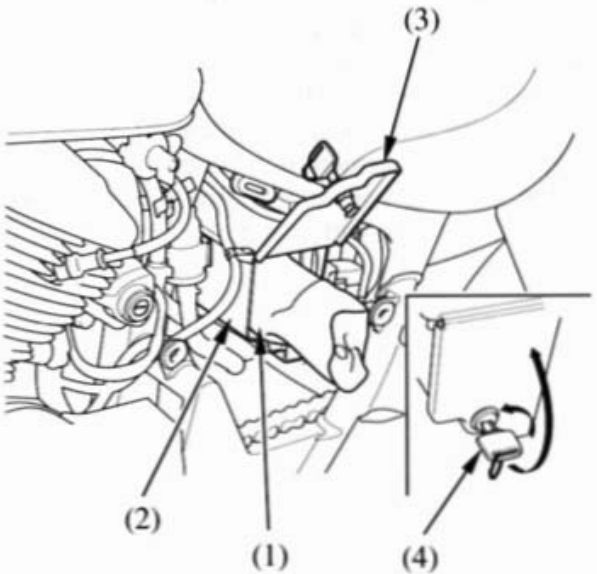
(2) Left side cover

TOOL KIT COMPARTMENT

The tool kit compartment (1) is in the compartment box (2) behind the left side cover. Remove the left side cover (page 40).

Open the compartment box cover (3), insert the ignition key (4) in the lock and turn counterclockwise to unlock the compartment.

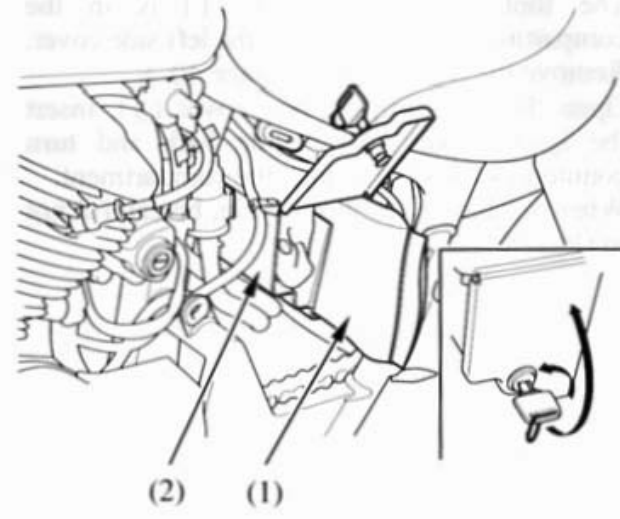
When washing your motorcycle, be careful not to flood this area with water.



(1) Tool kit compartment
(2) Compartment box
(3) Compartment box cover
(4) Ignition key

OWNER'S MANUAL STORAGE

The owner's manual (and other documents) should be stored in the plastic bag (1) in the compartment box (2) behind the left side cover. Remove the left side cover (page 40).
Open the compartment box cover (page 41).
When washing your motorcycle, be careful not to flood this area with water.



(1) Owner's manual storage bag
(2) Compartment box

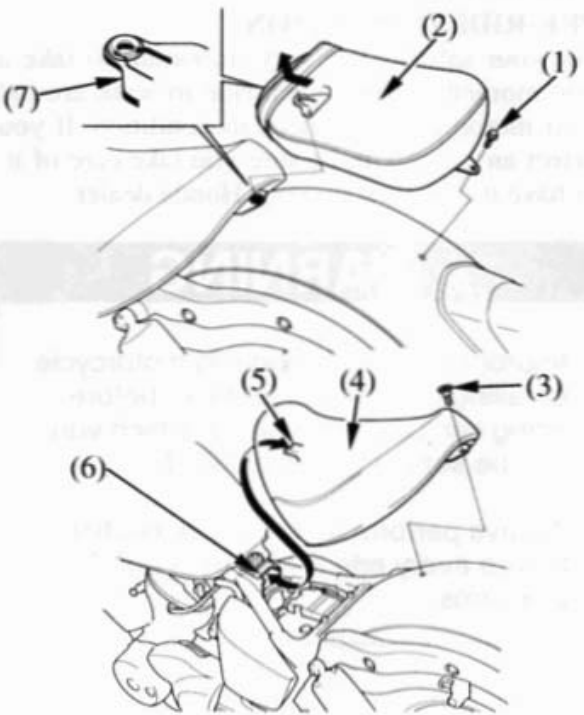
SEAT

Seat removal:

1. Remove the rear seat bolt (1).
2. Push the rear seat (2) forward and up.
3. Remove the front seat bolt (3).
4. Pull the front seat (4) back and up.

Seat installation:

1. Insert the front seat tab (5) into the frame cross member (6).
2. Install the front seat bolt (3).
3. Engage the rear seat hook (7) with the front seat bolt (3) and pull the rear seat (2) back.
4. Install the rear seat bolt (1).



(1) Rear seat bolt
(2) Rear seat
(3) Front seat bolt
(4) Front seat
(5) Front seat tab
(6) Frame cross member
(7) Rear seat hook

OPERATION

PRE-RIDE INSPECTION

For your safety, it is very important to take a few moments before each ride to walk around your motorcycle and check its condition. If you detect any problem, be sure you take care of it, or have it corrected by your Honda dealer.

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before riding can cause a crash in which you can be seriously hurt or killed.

Always perform a pre-ride inspection before every ride and correct any problems.

Check the following items before you get on the motorcycle:

- **Tires** If a tire looks low, check the air pressure with a gauge. Also look for signs of excessive wear (page 31) or damage to the tires, rims, or spokes.
- **Leaks** Look for signs of leaking fluids under the motorcycle.
- **Cables, etc.** Check for loose cables and other parts, and anything that appears abnormal.
- **Lights** Make sure the brake light, taillight and other lights are working properly.

Check these items after you get on the motorcycle:

- **Throttle** Rotate the throttle to check that it moves smoothly without binding.
- **Brakes** Pull the brake lever and press on the brake pedal to check that they operate normally.

- **Indicators** Turn the ignition on and check for normal operation of the indicators.

Remember, be sure to take care of any problem you find, or have your dealer correct it, before you ride.

STARTING THE ENGINE

Always follow the proper starting procedure described below.

This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will stop if the transmission is put in gear before raising the side stand.

Your motorcycle's exhaust contains poisonous carbon monoxide gas. High levels of carbon monoxide can collect rapidly in enclosed areas such as a garage. Do not run the engine with the garage door closed. Even with the door open, run the engine only long enough to move your motorcycle out of the garage.

Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.

Preparation

Before starting, insert the key, turn the ignition switch ON and confirm the following:

- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at ○ RUN.
- The low oil pressure indicator is ON.
- The fuel valve is ON.

The low oil pressure indicator should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check the engine oil level.

NOTICE

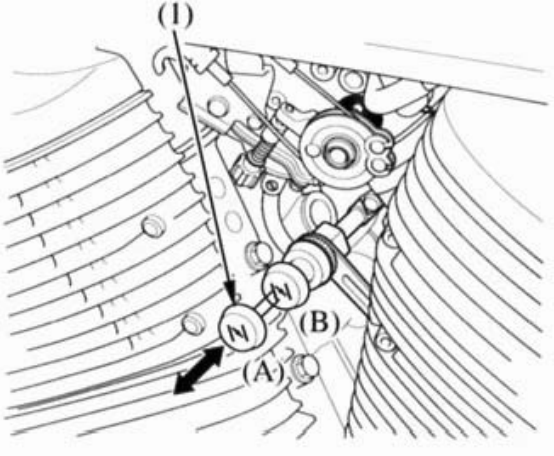
Operating the engine with insufficient oil pressure can cause serious engine damage.

Starting Procedure

To restart a warm engine, follow the procedure for "High Air Temperature".

Normal Air Temperature
10° – 35°C (50° – 95°F)

1. Pull the choke knob (1) out all the way to Fully ON (A), if the engine is cold.
2. Start the engine, leaving the throttle closed.



(1) Choke knob

(A) Fully ON
(B) Fully OFF

Do not open the throttle when starting the engine with the choke ON. This will lean the mixture, resulting in hard starting.

NOTICE

Operating the engine with insufficient oil pressure can cause serious engine damage.

3. Immediately after the engine starts, operate the choke knob (1) to keep fast idle.
4. About a half minute after the engine starts, push the choke knob (1) all the way to Fully OFF (B).
5. If idling is unstable, open the throttle slightly.

High Air Temperature
35°C (95°F) or above

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.

Low Air Temperature
10°C (50°F) or below

1. Follow steps 1−2 under "Normal Air Temperature".
2. When engine rpm begins to pick up, operate the choke knob to keep fast idle.
3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke knob (1) is at Fully OFF (B).

NOTICE

Extended use of the choke may impair piston and cylinder wall lubrication and damage the engine.

Snapping the throttle or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, leave the engine stop switch on ○ (RUN) and push the choke knob in to Fully OFF (B). Open the throttle fully and crank the engine for 5 seconds. If the engine starts, quickly close the throttle, then open it slightly if idling is unstable. If the engine does not start, wait 10 seconds, then follow the "High Air Temperature" Starting Procedure (page 48).

BREAK-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 300 miles (500 km).

During this period, avoid full-throttle starts and rapid acceleration.

SHIFTING

Review Motorcycle Safety (pages 1 – 10) before you ride.

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use these recommended shift points:

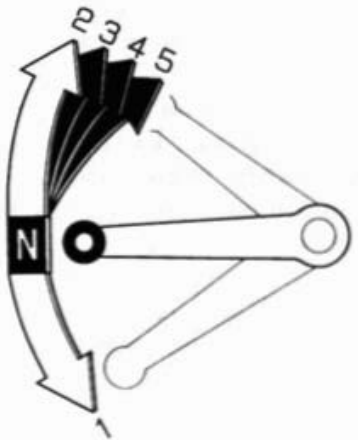
Shifting Up:

From 1st to 2nd:	12 mph (20 km/h)
From 2nd to 3rd:	19 mph (30 km/h)
From 3rd to 4th:	25 mph (40 km/h)
From 4th to 5th:	31 mph (50 km/h)

Shifting Down:

From 5th to 4th:	22 mph (35 km/h)
From 4th to 3rd:	16 mph (25 km/h)

Pull in the clutch lever when speed drops below 9 mph (15 km/h), when engine roughness is evident, or when engine stalling is imminent; shift down to 1st gear for acceleration.



Shifting pattern

To shift properly, pull the clutch lever and close the throttle. Improper shifting may damage the engine and drive train.

Downshifting allows you to use engine braking and lower gearing to decelerate, but downshifting when engine speed is near its allowable maximum may over-rev the engine and cause possible damage.

The battery will not be charged while the engine speed is near idle speed. Avoid idling for prolonged periods.

Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.

BRAKING

For normal braking, apply both the brake pedal and lever while down-shifting to match your road speed. For maximum braking, close the throttle and firmly apply the pedal and lever; pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

Important Safety Reminders:

- Independent operation of only the brake lever or brake pedal reduces stopping performance.
- Extreme application of the brake controls may cause wheel lock, reducing control of the motorcycle.
- When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.
- When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- When descending a long, steep grade, use engine compression braking by down-shifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.

HIGH ALTITUDE RIDING

When operating this motorcycle at high altitude, the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m), driveability and performance may be reduced and fuel consumption increased. The carburetors can be modified to compensate for this high altitude richness.

However, the carburetors must be returned to standard factory specifications when lower altitude riding is desired. See your authorized Honda dealer for high altitude modification.

NOTICE

Sustained operation at altitudes below 5,000 feet (1,500 m) with high altitude carburetor modifications may cause engine overheating and damage.

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the ignition switch OFF, turn the fuel valve OFF, turn the handlebar all the way to the left and remove the key.
2. Use the side stand to support the motorcycle while parked.

Park the motorcycle on firm, level ground to prevent it from falling over.
If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.

3. Lock the steering to help prevent theft (page 38).

ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the ignition switch.
   This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address and phone number in this Owner's Manual and keep it with your motorcycle at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS: _____

_____

_____

PHONE NO: _____

MAINTENANCE

THE IMPORTANCE OF MAINTENANCE

A well-maintained motorcycle is essential for safe, economical and trouble-free riding. It will also help reduce air pollution.

To help you properly care for your motorcycle, the following pages include a Maintenance Schedule and a Maintenance Record for regularly scheduled maintenance.

These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation or operation in unusually wet or dusty conditions will require more frequent service than specified in the Maintenance Schedule. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

If your motorcycle overturns or becomes involved in a crash, be sure your Honda dealer inspects all major parts, even if you are able to make some repairs.

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

MAINTENANCE SAFETY

This section includes instructions on some important maintenance tasks. You can perform some of these tasks with the tools provided — if you have basic mechanical skills.

Other tasks that are more difficult and require special tools are best performed by professionals. Wheel removal should normally be handled only by a Honda technician or other qualified mechanic; instructions are included in this manual only to assist in emergency service.

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

⚠ WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.

SAFETY PRECAUTIONS

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:
  - **Carbon monoxide poisoning from engine exhaust.**
    Be sure there is adequate ventilation whenever you operate the engine.
  - **Burns from hot parts.**
    Let the engine and exhaust system cool before touching.
  - **Injury from moving parts.**
    Do not run the engine unless instructed to do so.
- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the side stand or a maintenance stand to provide support.
- To reduce the possibility of a fire or explosion, be careful when working around gasoline or batteries. Use only nonflammable solvent, not gasoline, to clean parts. Keep cigarettes, sparks and flames away from the battery and all fuel-related parts.

Remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it.

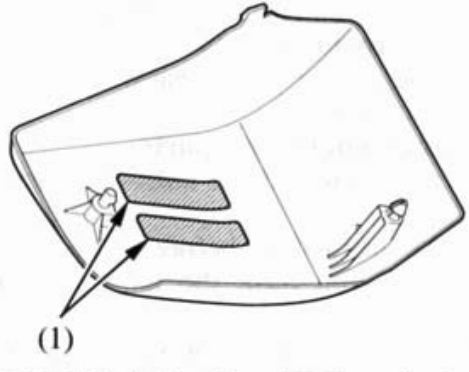
To ensure the best quality and reliability, use only new genuine Honda parts or their equivalents for repair and replacement.

If you have the tools and skills required for additional maintenance jobs, you can purchase an official Honda Service Manual from your Honda dealer (see page 107).

EMISSION REQUIREMENTS

The U.S. Environmental Protection Agency, the California Air Resources Board (CARB), and Transport Canada require that your motorcycle comply with applicable exhaust emissions standards during its useful life, when operated and maintained according to the instructions provided, and that motorcycles built after January 1, 1983 comply with applicable noise emission standards (USA only) for one year or 6,000 km (3,730 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect.

The Vehicle Emission Control Information Label (1) is attached to the inside of the left side cover.



(1) Vehicle Emission Control Information Label

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 42) at each scheduled maintenance period.

Each item on the maintenance schedule requires some mechanical knowledge. Certain items (particularly those marked * and * *) may require more technical information and tools. Consult your authorized Honda Dealer.

*: Should be serviced by your authorized Honda dealer, unless the owner has proper tools, service data and is mechanically qualified.
Refer to official Honda Service Manual.

**: In the interest of safety, we recommend these items be serviced only by your authorized Honda dealer.

Summary of Maintenance Schedule Notes and Procedures:

NOTE: (1) At higher odometer readings, repeat at the frequency interval established here.

(2) Service more frequently when riding in unusually wet or dusty areas.

(3) Service more frequently when riding in rain or at full throttle.

(4) Replace every 2 years, or at indicated odometer interval, whichever comes first.
Replacement requires mechanical skill.

Maintenance Procedures:

I: Inspect and Clean, Adjust, Lubricate or Replace if necessary
C: Clean
A: Adjust
L: Lubricate
R: Replace

	ITEM / FREQUENCY	NOTE	ODOMETER READING [NOTE (1)] × 1,000 mi	0.6	4	8	12	16	20	24	Refer to page
			× 1,000 km	1	6.4	12.8	19.2	25.6	32.0	38.4	
EMISSION RELATED ITEMS	* FUEL LINE					I		I		I	–
	* THROTTLE OPERATION					I		I		I	–
	* CARBURETOR CHOKE					I		I		I	–
	AIR CLEANER	NOTE (2)					R			R	68
	CRANKCASE BREATHER	NOTE (3)			C	C	C	C	C	C	73
	SPARK PLUG				I	R	I	R	I	R	74
	* VALVE CLEARANCE			I		I		I		I	–
	ENGINE OIL			R		R		R		R	69
	ENGINE OIL FILTER			R		R		R		R	70
	* CARBURETOR SYNCHRONIZATION					I		I		I	–
	* ENGINE IDLE SPEED			I	I	I	I	I	I	I	77
	RADIATOR COOLANT	NOTE (4)				I		I		R	24, 78
	* COOLING SYSTEM					I		I		I	–

*: Should be serviced by your authorized Honda dealer, unless the owner has proper tools, service data and is mechanically qualified.
Refer to official Honda Service Manual.

	ITEM / FREQUENCY	NOTE	ODOMETER READING [NOTE (1)]								
			× 1,000 mi	0.6	4	8	12	16	20	24	Refer to
			× 1,000 km	1	6.4	12.8	19.2	25.6	32.0	38.4	page
NON-EMISSION RELATED ITEMS	DRIVE CHAIN			I, L EVERY 500 mi (800 km)							79
	BRAKE FLUID	NOTE (4)			I	I	R	I	I	R	19
	BRAKE SHOE/BRAKE PAD WEAR				I	I	I	I	I	I	84
	BRAKE SYSTEM			I		I		I		I	19, 84
	* BRAKE LIGHT SWITCH					I		I		I	–
	* HEADLIGHT AIM					I		I		I	–
	CLUTCH SYSTEM			I	I	I	I	I	I	I	22
	SIDE STAND					I		I		I	86
	* SUSPENSION					I		I		I	–
	* NUTS, BOLTS, FASTENERS			I		I		I		I	–
	** WHEELS/TIRES			I	I	I	I	I	I	I	–
	** STEERING HEAD BEARINGS			I		I		I		I	–

*: Should be serviced by your authorized Honda dealer, unless the owner has proper tools, service data and is mechanically qualified.
Refer to official Honda Service Manual.

**: In the interest of safety, we recommend these items be serviced only by your authorized Honda dealer.

MAINTENANCE RECORD

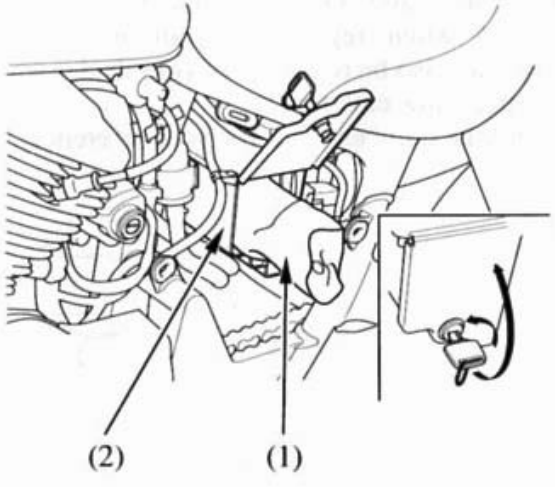
Miles (km)		Odometer	Date
600 (1,000)		1100 KM	June 24/02
4,000 (6,400)		6200 Km	June 30/03
8,000 (12,800)			
12,000 (19,200)			
16,000 (25,600)			
20,000 (32,000)			
24,000 (38,400)			
28,000 (44,800)			
32,000 (51,200)			
36,000 (57,600)			
40,000 (64,000)			
44,000 (70,400)			
48,000 (76,800)			

- Make sure whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

TOOL KIT

The tool kit (1) is in the tool kit compartment (2) inside the left side cover (page 41).
Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 10 × 14 mm open end wrench
- 12 × 17 mm open end wrench
- Pliers
- 4 mm hex wrench
- 5 mm hex wrench
- 6 mm hex wrench
- No.2 screwdriver
- No.2 Phillips screwdriver
- Screwdriver grip
- 8 mm open end wrench
- 22 mm box end wrench
- 27 mm box end wrench
- Spark plug wrench
- Tool bag
- Pin spanner
- Extension bar

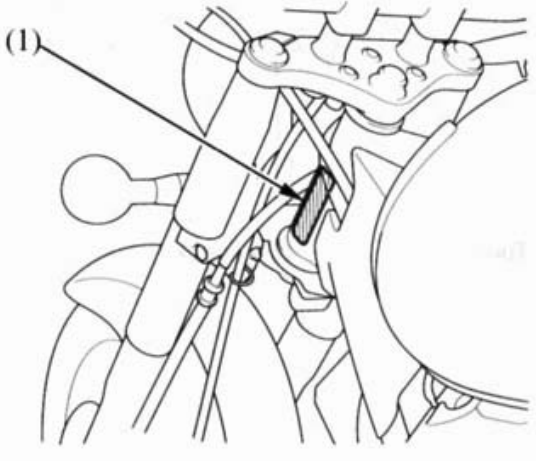


(1) Tool kit (2) Tool kit compartment

SERIAL NUMBERS

The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts.
Record the numbers here for your reference.

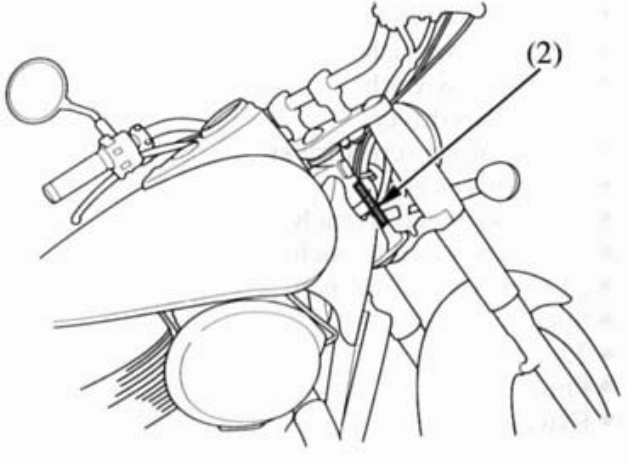
VIN_____



(1) VIN

The VIN, Vehicle Identification Number (1), is on the Safety Certification Label affixed to the left side of the steering head.
The frame number (2) is stamped on the right side of the steering head.

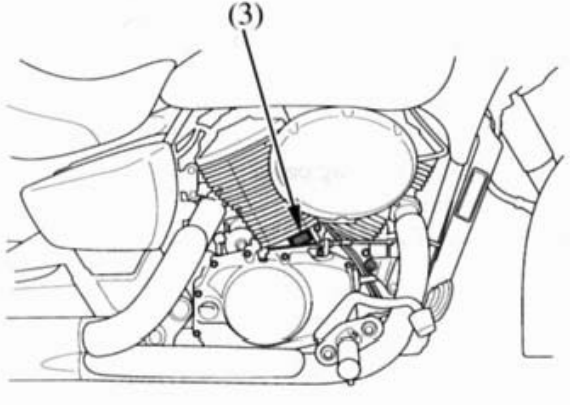
FRAME NO._____



(2) Frame number

The engine number (3) is stamped on the right side of the rear cylinder.

ENGINE NO._____



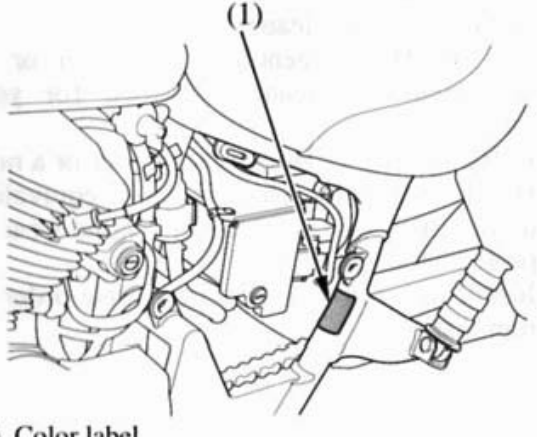
(3) Engine number

COLOR LABEL

The color label (1) is attached to the frame behind the left side cover (See page 40).
It is helpful when ordering replacement parts. Record the color and code here for your reference.

COLOR_____

CODE_____



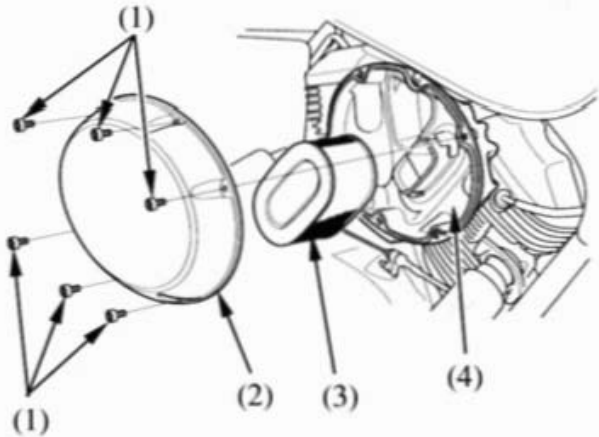
(1) Color label

AIR CLEANER

Refer to the Safety Precautions on page 59 .

The air cleaner should be serviced at regular intervals (page 62). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the bolts (1) and the air cleaner housing cover (2).
2. Pull out the air cleaner (3).
3. Discard the air cleaner.
   Thoroughly clean the inside of the air cleaner case (4).
4. Install a new air cleaner.
   Use the Honda genuine air cleaner or an equivalent air cleaner specified for your model.
   Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.
5. Install the removed parts in reverse order of removal.



(1) Bolts
(2) Air cleaner housing cover
(3) Air cleaner
(4) Air cleaner case

ENGINE OIL

Refer to the Safety Precautions on page 59.

Engine Oil Recommendation:
USE PRO HONDA GN4 OR HP4 4-STROKE OIL OR AN EQUIVALENT

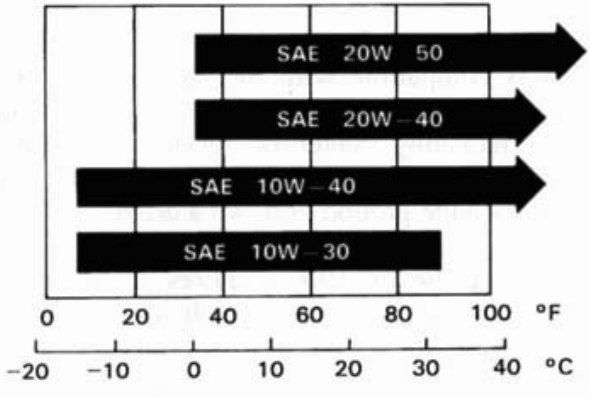
For Canada:
USE HONDA 4-STROKE OIL OR AN EQUIVALENT

Use only high detergent, premium quality motor oil certified to meet API Service Classification SF or SG.
Motor oils intended for Service SF or SG will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable or castor-based racing oils are not recommended.

Recommended Oil Viscosity
SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



Engine Oil and Filter

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 62).

When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.

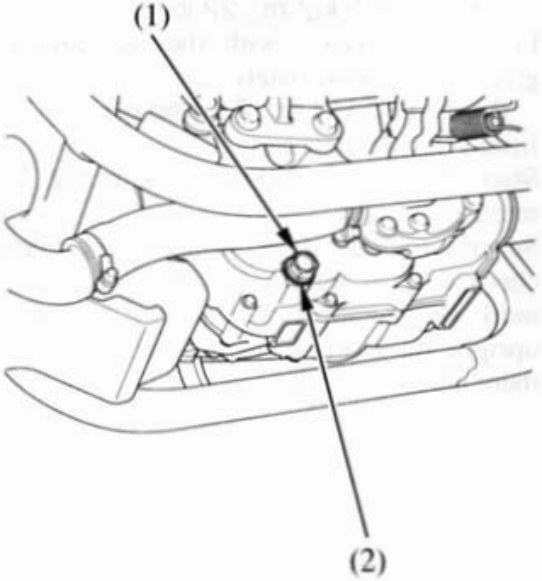
Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the trash or pour it on the ground or down a drain.

Changing the oil filter requires a special oil filter tool and a torque wrench. If you do not have these tools and the necessary skill, we recommend that you have your authorized Honda dealer perform this service.

If a torque wrench is not used for this installation, see your authorized Honda dealer as soon as possible to verify proper assembly.

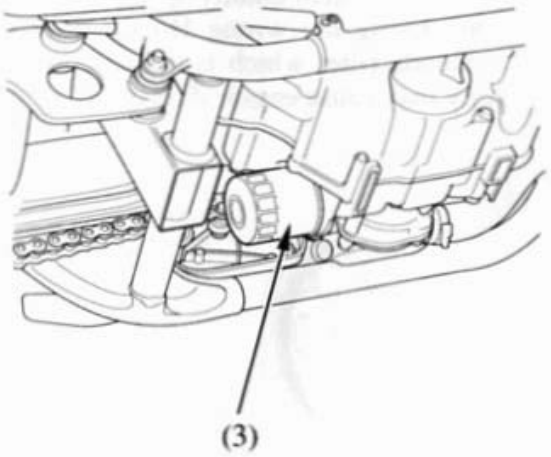
Change the engine oil with the engine at normal operating temperature and the motorcycle on its side stand to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap/ dipstick and crankcase drain plug (1) and sealing washer (2).



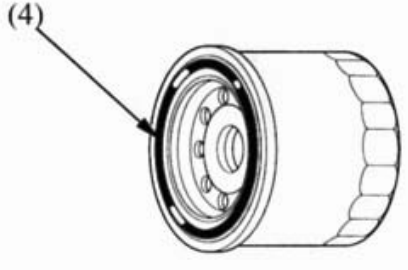
(1) Crankcase drain plug (2) Sealing washer

2. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter.



(3) Oil filter

3. Apply a thin coat of engine oil to the new oil filter rubber seal (4).
4. Using a special tool and a torque wrench, install the new oil filter and tighten to a torque of:
   10 N·m (1.0 kgf·m , 7 lbf·ft)
   Use only the Honda genuine oil filter or a filter of equivalent quality specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause engine damage.



(4) Oil filter rubber seal

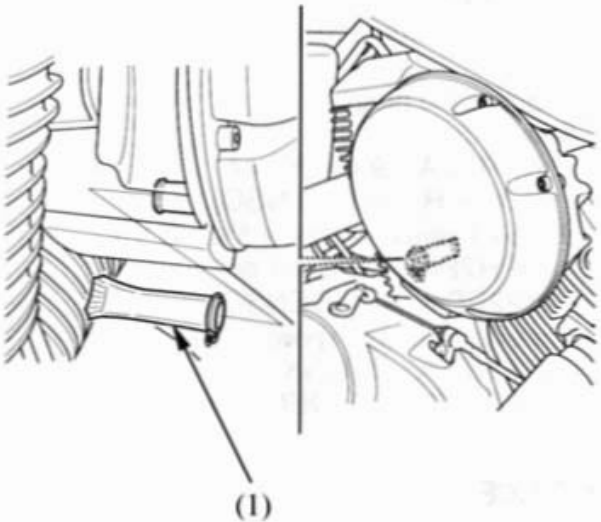
5. Check that the sealing washer on the drain plug is in good condition and install the plug. Replace the sealing washer every other time the oil is changed, or each time if necessary.
   Oil Drain Plug Torque:
   29 N·m (3.0 kgf·m , 22 lbf·ft)
6. Fill the crankcase with the recommended grade oil; approximately:
   2.4 ℓ (2.5 US qt , 2.1 Imp qt)
7. Install the oil filler cap.
8. Start the engine and let it idle for 2−3 minutes.
9. Several minutes after stopping the engine, check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

CRANKCASE BREATHER

Refer to the Safety Precautions on page 59 .

1. Drain the drain tube (1) deposits into a suitable container.
2. Reinstall the drain tube.

Service more frequently if the motorcycle is often ridden in the rain or at full throttle.



(1) Drain tube

SPARK PLUGS

Refer to the Safety Precautions on page 59 .

Recommended plugs:

Standard:

DPR8EA－9 (NGK) or
X24EPR－U9 (DENSO)

For cold climate: (Below 5°C, 41°F)

DPR7EA－9 (NGK) or
X22EPR－U9 (DENSO)

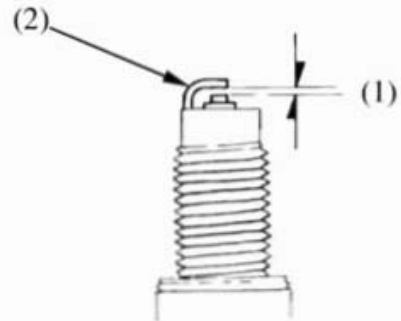
For extended high speed riding:

DPR9EA－9 (NGK) or
X27EPR－U9 (DENSO)

NOTICE

Never use a spark plug with an improper heat range. Severe engine damage could result.

1. Disconnect the spark plug caps from the spark plugs.
2. Clean any dirt from around the spark plug bases.
   Remove the spark plugs using the spark plug wrench furnished in the tool kit.
3. Inspect the electrodes and center porcelain for deposits, corrosion or carbon fouling. If the corrosion or deposit is heavy, replace the plug.
   Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.
4. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
   The gap should be:
   0.80－0.90 mm (0.031－0.035 in)



(1) Spark plug gap (2) Side electrode

5. With the plug washer attached, thread the spark plug in by hand to prevent crossthreading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8 – 1/4 turn after the plug seats.

NOTICE

The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.

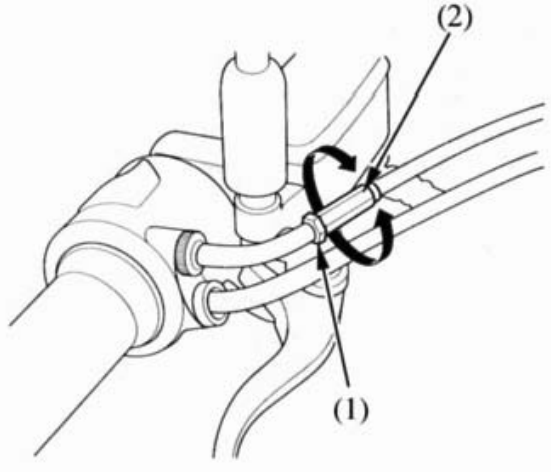
7. Reinstall the spark plug caps.

THROTTLE OPERATION

Refer to the Safety Precautions on page 59 .

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at all steering positions.
2. Measure the throttle grip free play at the throttle grip flange. The standard free play should be approx:
   2 – 6 mm (0.1 – 0.2 in)

To adjust play, loosen the lock nut (1) and turn the adjuster (2).



(1) Lock nut (2) Adjuster

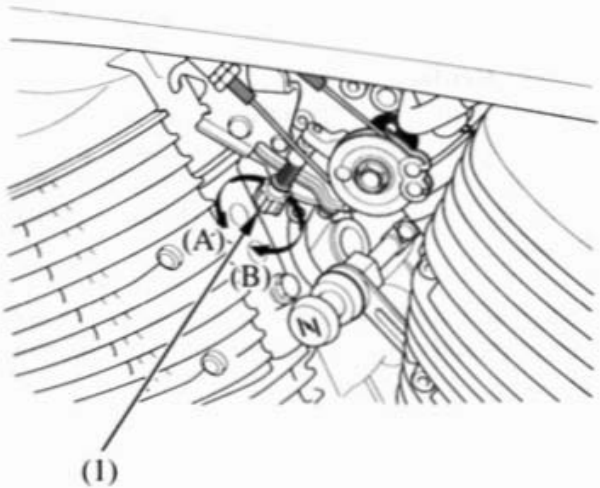
IDLE SPEED

Refer to the Safety Precautions on page 59 .

The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

Do not attempt to compensate for faults in other systems by adjusting idle speed. See your authorized Honda dealer for regularly scheduled carburetor adjustments.

1. Warm up the engine, shift to neutral and place the motorcycle on its stand.
2. Connect a tachometer to the engine.
3. Adjust idle speed with the throttle stop screw (1).
   Idle speed (in neutral):
   1,000 ± 100 rpm



(1) Throttle stop screw
(A) Increase
(B) Decrease

COOLANT

Refer to the Safety Precautions on page 59.

Coolant Replacement

Coolant should be replaced by an authorized Honda dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to an official Honda Service Manual.

Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

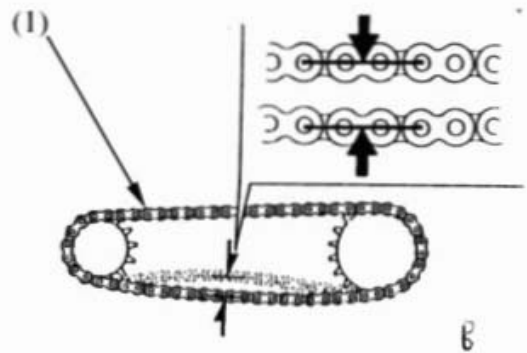
DRIVE CHAIN

Refer to the Safety Precautions on page 59 .

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.
The drive chain should be checked, adjusted and lubricated as part of the Pre-ride Inspection (page 44).
Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on the side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:
   15 – 25 mm (0.6 – 1.0 in)
3. Roll the motorcycle forward. Stop. Check drive chain slack. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



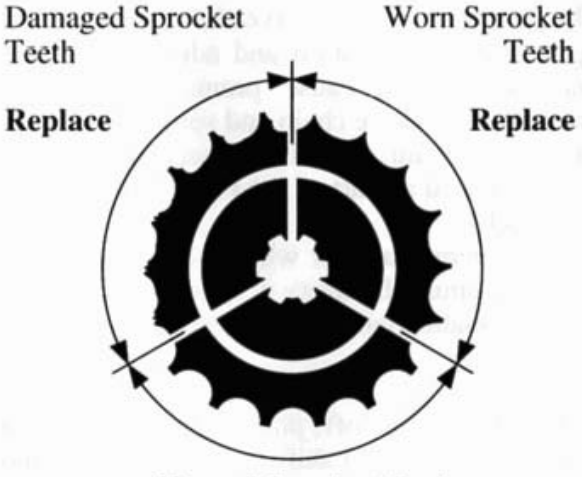
(1) Drive chain

4. Roll the motorcycle forward. Stop and place it on its side stand. Inspect the drive chain and sprockets for any of the following conditions:

DRIVE CHAIN
* Damaged Rollers
* Loose Pins
* Dry or Rusted Links
* Kinked or Binding Links
* Excessive Wear
* Improper Adjustment
* Damaged or Missing O-rings

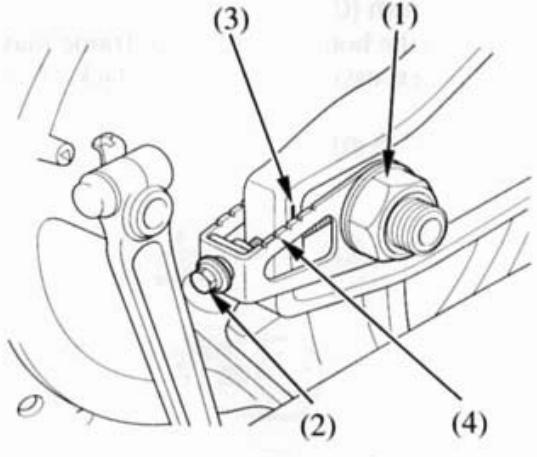
SPROCKETS
* Excessively Worn Teeth
* Broken or Damaged Teeth

A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.



Adjustment:

Drive chain slack should be checked and adjusted, if necessary, every 500 miles (800 km). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



(1) Axle nut
(2) Adjusting bolt
(3) Index mark
(4) Scale

If the drive chain requires adjustment, the procedure is as follows:

1. Place the motorcycle on its side stand with the transmission in neutral and the ignition switch off.
2. Loosen the axle nut (1).
3. Turn both adjusting bolts (2) an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts counterclockwise to tighten the chain, or clockwise to provide more slack. Adjust the chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Roll the motorcycle forward. Stop and place it on its side stand. Recheck chain slack.
   Chain slack should be:
   15 – 25 mm (0.6 – 1.0 in)

4. Check rear axle alignment by making sure the chain adjuster index mark (3) align with the scale (4) graduations on both side of the swingarm.
   Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting bolt until the marks correspond and recheck chain slack.
5. Tighten the axle nut to specified torque.
   Axle nut torque:
   93 N·m (9.5 kgf·m , 69 lbf·ft)

If a torque wrench is not used for this installation, see your authorized Honda dealer as soon as possible to verify proper assembly.

6. Tighten the adjusting bolts lightly.
7. Recheck drive chain slack.
   Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 20).

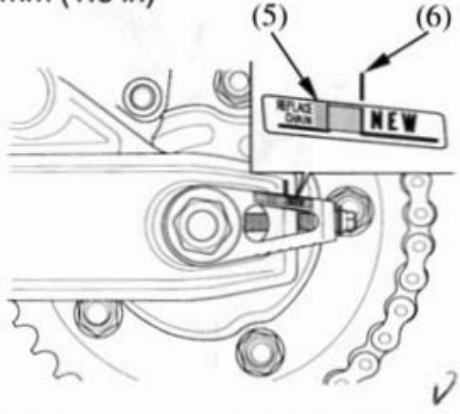
Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone (5) on the label aligns with the arrow mark (6) on the swingarm after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced. The proper slack is:

15 – 25 mm (0.6 – 1.0 in)

Damage to the bottom part of the frame may b caused by excessive drive chain slack of mor than:

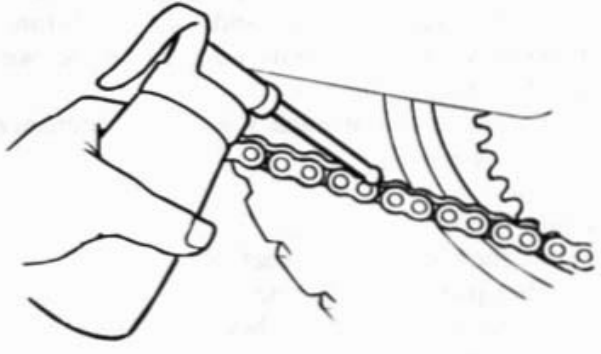
40 mm (1.6 in)



(5) Red zone (6) Arrow mark

Lubrication and cleaning:
Lubricate every 500 miles (800 km) or sooner if chain appears dry.

The drive chain on this motorcycle is equipped with small O-rings between the link plates.
These O-rings retain grease inside the chain to improve its service life.
The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the side surfaces of the chain with a dry cloth. Do not brush the rubber O-rings. Brushing will damage them.
Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.
Replacement Chain:
DID525V8 or RK525SMOZ5



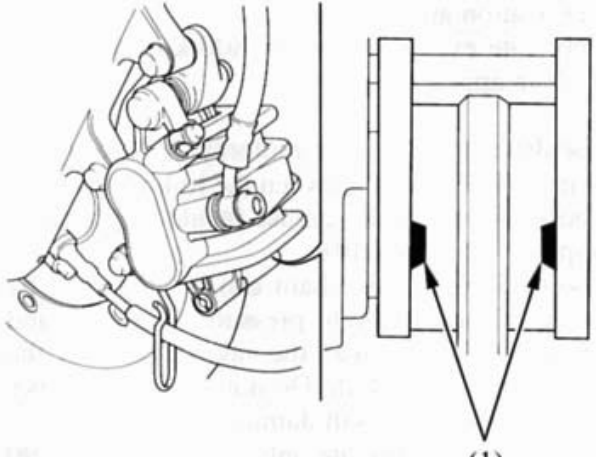
BRAKE PAD/SHOE WEAR

Refer to the Safety Precautions on page 59.

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. (Generally, the pads will wear faster on wet and dirty roads.)
Inspect the pads at each regular maintenance interval (page 63).

Front Brake

Check the cutout (1) in each pad.
If either pad is worn to the cutout, replace both pads as a set. See your authorized Honda dealer for this service.



(1) Cutouts

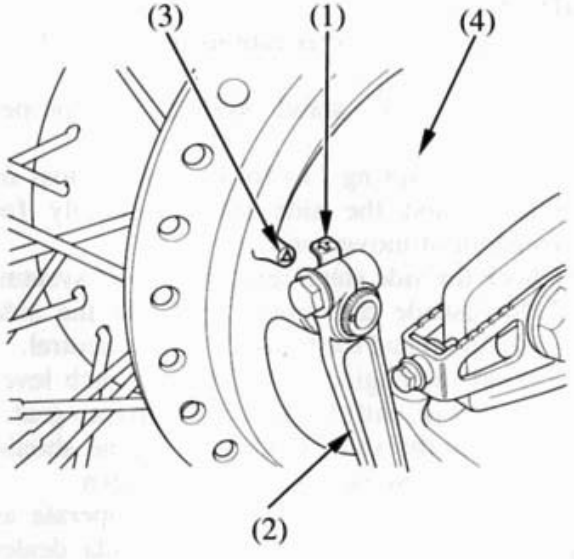
Rear Brake

The rear brake is equipped with a brake wear indicator.

When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4).

If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

See your authorized Honda dealer for this service.



(1) Arrow
(2) Brake arm
(3) Reference mark
(4) Brake panel

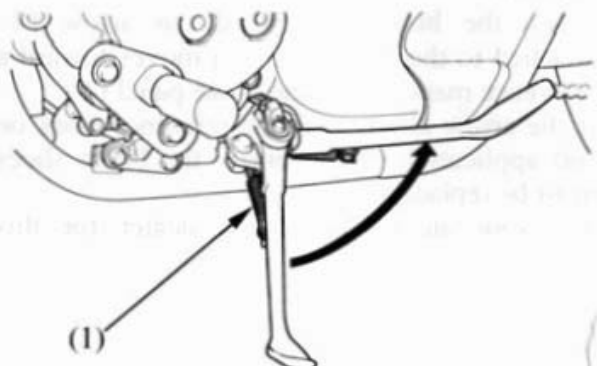
SIDE STAND

Refer to the Safety Precautions on page 59.

Check the side stand system for proper function.

- Check the spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:
  1. Sit astride the motorcycle: put the side stand up and the transmission in neutral.
  2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
  3. Lower the side stand. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your authorized Honda dealer for service.



(1) Side stand spring

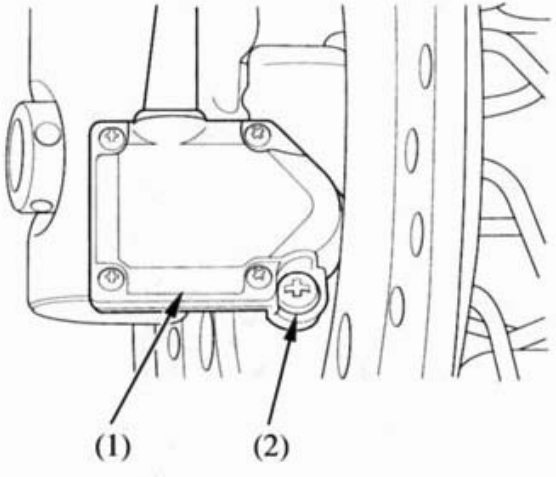
WHEEL REMOVAL

Refer to the Safety Precautions on page 59 .

This motorcycle is equipped with a side stand only. Therefore, if front or rear wheel removal is required, it will be necessary to raise the center of the motorcycle with a jack or other firm support. If none is available, see your authorized Honda dealer for this service.

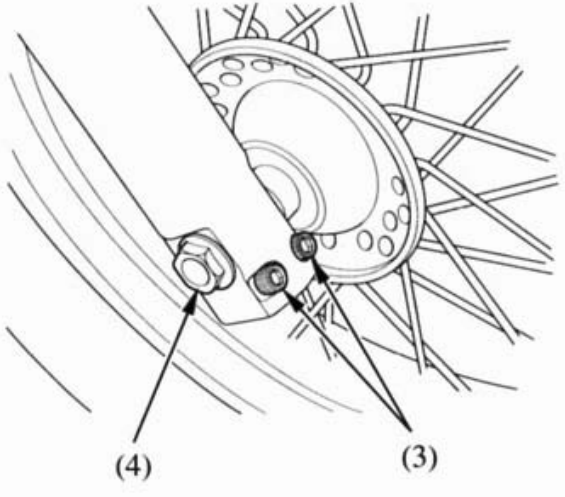
Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Disconnect the speedosensor (1) by removing the speeedosensor set screw (2).

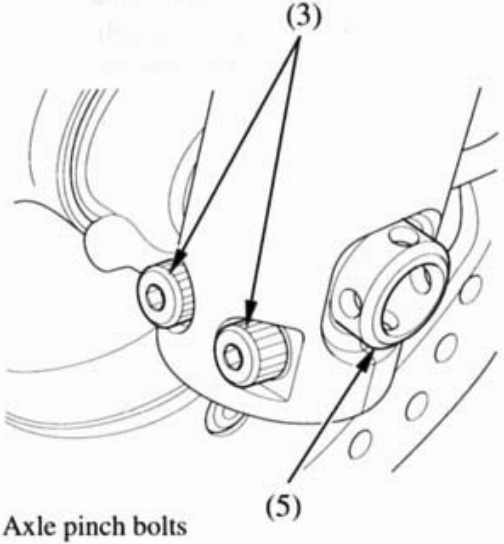


(1) Speedosensor
(2) Speedosensor set screw

Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer for this service.



3. Loosen the right and left axle pinch bolts (3) and remove the axle bolt (4).
4. Remove the front axle shaft (5) and the wheel.

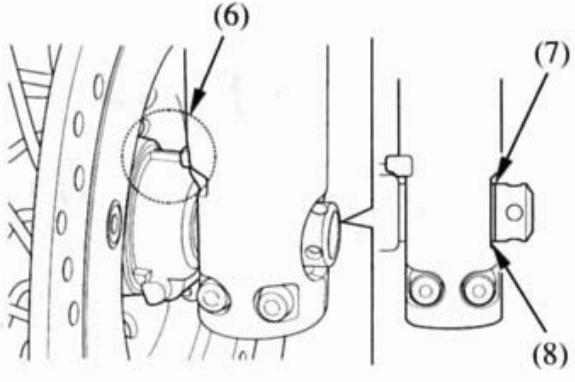


(3) Axle pinch bolts
(4) Axle bolt
(5) Front axle

Installation:

1. Position the wheel between the fork legs and insert the front axle shaft from the left side, through the left fork leg and wheel hub.
   To avoid damaging the brake pads while installing the wheel, carefully fit the brake disc between the pads.
2. Position the lug (6) on the speedometer gearbox against the left fork leg.
3. Align the index line (7) of the axle shaft with the surface (8) of fork leg.
4. Tighten the axle pinch bolts on the left fork leg to the specified torque:
   22 N·m (2.2 kgf·m , 16 lbf·ft)
5. Tighten the axle bolt to the specified torque:
   59 N·m (6.0 kgf·m , 43 lbf·ft)
6. Operate the front brake and pump the fork several times. Check for free wheel rotation after the brake is released.
   Recheck the wheel if the brake drags or the wheel does not rotate freely.
7. Tighten the axle pinch bolts on the right fork leg to specified torque:
   22 N·m (2.2 kgf·m , 16 lbf·ft)
8. Install the speedosensor and tighten the screw securely.

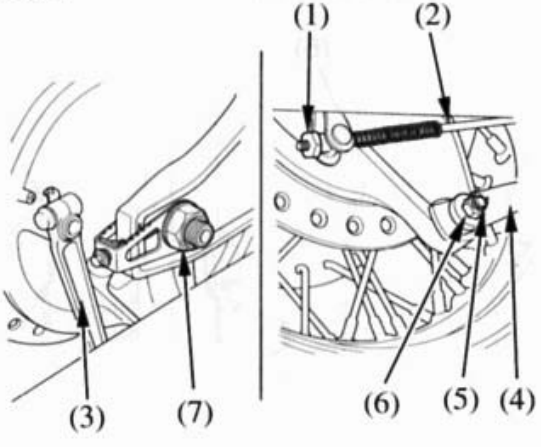
If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.



(6) Lugs
(7) Index line
(8) Surface

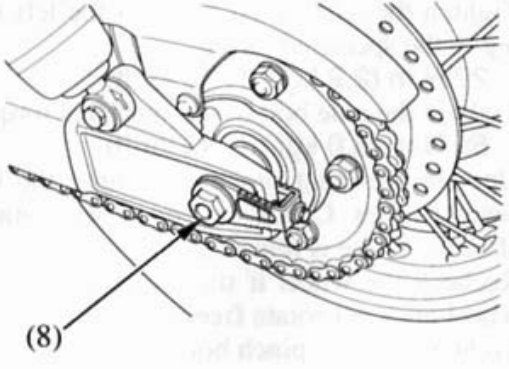
Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Remove the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3) by pushing down on the rear brake pedal.



(1) Brake adjusting nut
(2) Brake rod
(3) Brake arm
(4) Stopper arm
(5) Cotter pin
(6) Stopper arm nut
(7) Axle nut
(8) Axle shaft

3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin (5), stopper arm nut (6), washer and rubber grommet.
4. Remove the axle nut (7) while holding the axle at the other end with a wrench.
5. Pull out the axle shaft (8).
6. Remove the drive chain from the drive sprocket by pushing the rear wheel forward.
7. Remove the rear wheel.



Installation Notes:

Reverse the removal procedure to install the wheel.

If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

- Reassemble the brake stopper arm and adjust the drive chain (page 81) before tightening the axle nut.
- Tighten and torque the nuts and bolts to the specification listed:

  Brake stopper arm nut torque:
  20 N·m (2.0 kgf·m , 14 lbf·ft)

  Axle nut torque:
  93 N·m (9.5 kgf·m , 69 lbf·ft)
- Used cotter pins may not effectively secure fasteners. Always replace used cotter pins with new ones.
- Adjust the rear brake (page 20).
- Apply the rear brake several times and check for free wheel rotation after the brake is released. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

BATTERY

Refer to the Safety Precautions on page 59 .

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your authorized Honda dealer.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

⚠ WARNING

The battery contains sulfuric acid (electrolyte) which is highly corrosive and poisonous.

Getting electrolyte in your eyes or on your skin can cause serious burns.

Wear protective clothing and eye protection when working near the battery.

KEEP CHILDREN AWAY FROM THE BATTERY.

Emergency Procedures

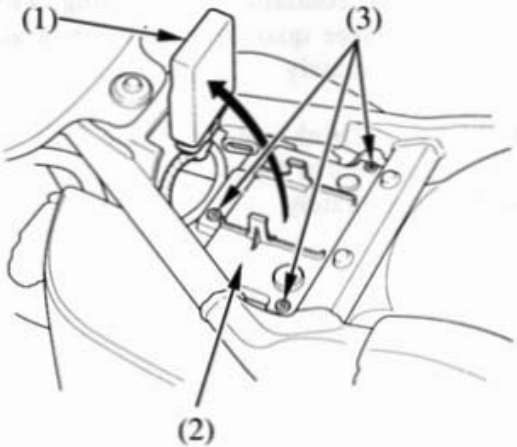
Eyes – Flush with water from a cup or other container for at least fifteen minutes. (Water under pressure can damage the eye.) Immediately call 911 (USA only) or a physician.

Skin – Remove contaminated clothing. Flush the skin with large quantities of water. Call a physician immediately.

Swallowing – Drink water or milk. Call your local Poison Control Center (USA only) or a physician immediately.

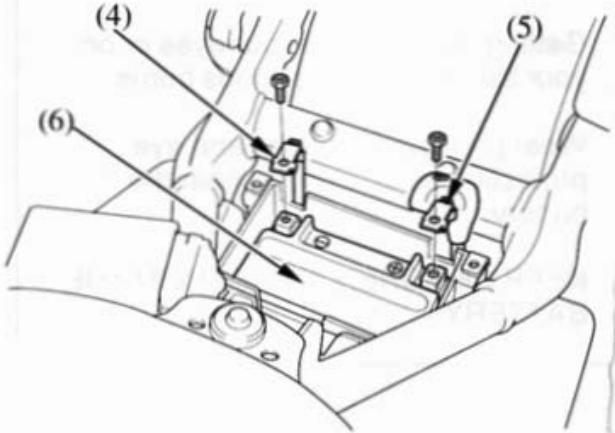
Battery Removal

1. Remove the seat (page 43).
2. Remove the ignition control module (1).
3. Remove the battery cover (2) by removing the screws (3).
4. Disconnect the negative (−) terminal lead (4) from the battery first.



(1) Ignition control module
(2) Battery cover
(3) Screws

5. Disconnect the positive (+) terminal lead (5).
6. Pull out the battery (6) from the battery box.



(4) Negative (−) terminal lead
(5) Positive (+) terminal lead
(6) Battery

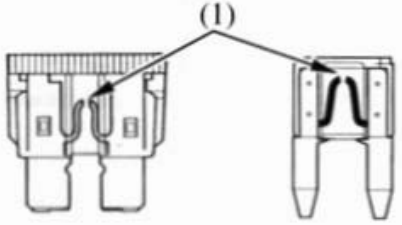
FUSES

Refer to the Safety Precautions on page 59 .

All of the electrical circuits on your motorcycle have fuses to protect them from a short circuit or overload.

Checking and Replacing Fuses

If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse. Determine from the circuit chart on the fuse box cover which fuse or fuses control that component. Check those fuses first, but check all the fuses before deciding that is not the cause. Replace any blown fuses (1) and check the component's operation.



(1) Blown fuse

If you cannot ride the motorcycle without fixing the problem, and you do not have a spare fuse, take a fuse of the same rating or a lower rating from one of the other circuits. Make sure you can do without that circuit temporarily. If you replace a blown fuse with a spare fuse that has a lower rating, replace the fuse with the correct rating as soon as you can.

If the replacement fuse of the same rating burns out in a short time, there is probably a serious electrical problem on your motorcycle. Leave the blown fuse in that circuit and have your motorcycle checked by a qualified technician.

NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chances of damaging the electrical system. If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.

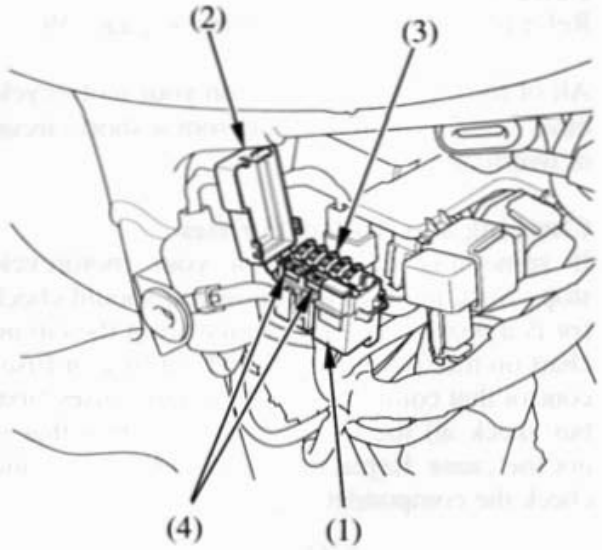
Fuse box:

The fuse box (1) is located behind the right side cover.

The specified fuses are:

10A,15A

1. Turn the ignition switch OFF before checking or replacing a fuse to prevent an accidental short circuit.
2. Remove the right side cover (page 40).
3. Open the fuse box cover (2).
4. Pull out the fuse. If the fuse is blown, install a new fuse.
   Spare fuses (4) are located in the fuse box.
5. Install the fuse box cover and right side cover.

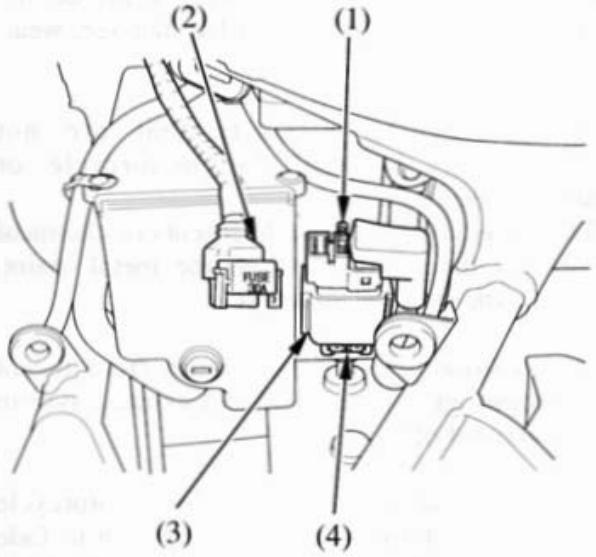


(1) Fuse box
(2) Fuse box cover
(3) Fuse
(4) Spare fuses

Main fuse:

The main fuse (1), located on the starter magnetic switch (3) behind the left side cover, is: 30A

1. Turn the ignition switch OFF before checking or replacing a fuse to prevent an accidental short circuit.
2. Remove the left side cover (page 40).
3. Disconnect the wire connector (2) of the starter magnetic switch (3).
4. Pull out the fuse. If the main fuse is blown, install a new fuse.
   The spare main fuse (4) is located under the starter magnetic switch.
5. Reconnect the wire connector and install the left side cover.



(1) Main fuse
(2) Wire connector
(3) Starter magnetic switch
(4) Spare main fuse

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil leakage.

Avoid cleaning products that are not specifically designed for motorcycle or automobile surfaces.
They may contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your motorcycle.

If your motorcycle is still warm from recent operation, give the engine and exhaust system time to cool off.

Park in a shady area. Washing your motorcycle in bright sunlight may cause the finish to fade because water droplets intensify the sun's brightness. Spotting is also more likely because surface water can dry before you have time to wipe it off.

We recommend avoiding the use of high pressure water spray (typical in coin-operated car washes).

NOTICE

High pressure water (or air) can damage certain parts of the motorcycle.

1. Rinse the motorcycle thoroughly with cool water to remove loose dirt.
2. Clean the motorcycle with a sponge or soft cloth using cool water.
   Avoid directing water to muffler outlets and electrical parts.
3. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Detergent residue can corrode alloy parts.
4. Dry the motorcycle and lubricate the drive chain.
5. Start the engine and let it run for several minutes.

6. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

Braking efficiency may be temporarily impaired immediately after washing the motorcycle.
Anticipate longer stopping distances to avoid a possible accident.

STORAGE GUIDE

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary repairs should be made BEFORE storing the motorcycle; otherwise, these repairs may be forgotten by the time the motorcycle is removed from storage.

STORAGE

1. Change the engine oil and filter.
2. Make sure the cooling system is filled with a 50/50% antifreeze solution.
3. Fill the fuel tank. Reinstall the fuel fill cap on the tank.
4. Check that the fuel valve is OFF.
5. Drain the carburetors into an approved gasoline container.

If storage will last more than one month, carburetor draining is very important, to assure proper performance after storage.

⚠ WARNING

Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.

6. To prevent rusting in the cylinders, perform the following:
   - Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
   - Remove the spark plugs from the engine and store them in a safe place.
     Do not connect the spark plugs to the spark plug caps.
   - Pour a tablespoon (15−20 cc) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.
   - Crank the engine several times to distribute the oil.
   - Reinstall the spark plugs and spark plug caps.
7. Remove the battery and charge it fully. Store it in an area protected from freezing temperatures and direct sunlight.
   Slow charge the battery once a month.
8. Wash and dry the motorcycle. Wax all painted surfaces.
   Coat chrome with rust-inhibiting oil.
9. Lubricate the drive chain.
10. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires off the ground.
11. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Charge the battery as required. Install the battery.
3. Perform all Pre-ride Inspection checks (page 42). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length		2,450 mm (96.5 in)
Overall width		980 mm (38.6 in)
Overall height		1,110 mm (43.7 in)
Wheelbase		1,615 mm (63.6 in)
Ground clearance		145 mm (5.7 in)

WEIGHT

Dry weight		229 kg (505 lbs)

CAPACITIES

Engine oil	After draining	2.2 ℓ (2.3 US qt , 1.9 Imp qt)
	After draining and oil filter change	2.4 ℓ (2.5 US qt , 2.1 Imp qt)
	After disassembly	2.9 ℓ (3.1 US qt , 2.6 Imp qt)
Fuel tank		14.0 ℓ (3.70 US gal , 3.08 Imp gal)
Fuel reserve		3.6 ℓ (0.95 US gal , 0.79 Imp gal)
Cooling system capacity		1.8 ℓ (0.48 US gal , 0.40 Imp gal)
Passenger capacity		Operator and one passenger
Maximum weight capacity		170 kg (375 lbs)

ENGINE

Bore and stroke	79.0 × 76.0 mm (3.11 × 2.99 in)
Compression ratio	9.0 : 1
Displacement	745 cm³ (45.4 cu-in)
Spark plug	
Standard	DPR8EA−9 (NGK) or X24EPR−U9 (DENSO)
For cold climate (Below 5°C, 41°F)	DPR7EA−9 (NGK) or X22EPR−U9 (DENSO)
For extended high speed riding	DPR9EA−9 (NGK) or X27EPR−U9 (DENSO)
Spark plug gap	0.80−0.90 mm (0.031−0.035 in)
Idle speed	1,000 ± 100 rpm
Valve clearance (cold)	
Intake	0.15 mm (0.006 in)
Exhaust	0.20 mm (0.008 in)

CHASSIS AND SUSPENSION

Caster		33°50'
Trail		156 mm (6.1 in)
Tire size, front		120/90 – 17 64S
Tire size, rear		170/80 – 15 M/C 77S

POWER TRANSMISSION

Primary reduction		1.666
Gear ratio	1st	3.166
	2nd	2.000
	3rd	1.500
	4th	1.173
	5th	1.041
Final reduction		2.412

ELECTRICAL

Battery		12V−14AH
Generator		333 W/5,000 rpm

LIGHTS

Headlight		12V−60/55W
Brake/tail light		12V−32/3CP
Turn signal light	Front	12V−21/5W×2
	Rear	12V−21W×2
Instrument light		12V−1.7W
Neutrument indicator		12V−3.4W
Turn signal indicator		12V−3.4W
High beam indicator		12V−3.4W
Coolant temperature indicator		12V−3.4W
Low oil pressure indicator		12V−3.4W
Side stand indicator		12V−3.4W

FUSE

Main fuse	30A
Other fuses	10A,15A

EMISSION CONTROL SYSTEMS

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.
Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

The exhaust emission control system is composed of lean carburetor settings, and no adjustments should be made except idle speed adjustment with the throttle stop screw.
The exhaust emission control system is separate from the crankcase emission control system.

Evaporative Emission Control System (California only)
This motorcycle complies with the requirements of the California Air Resources Board (CARB) evaporative emission regulations. Fuel vapor from the fuel tank and carburetor is directed into the charcoal canister and air cleaner where it is adsorbed and stored while the engine is stopped.
When the engine is running and the purge control diaphragm valve is open, fuel vapor in the charcoal canister and air cleaner is drawn into the engine through the carburetor.

Crankcase Emission Control System
The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.
Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

Noise Emission Control System
TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: U.S. federal law prohibits, or Canadian provincial laws may prohibit the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

Problems that May Affect Motorcycle Emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your authorized Honda Motorcycle Dealer:

1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

WARRANTY SERVICE

Owner Satisfaction

Your satisfaction and goodwill are important to your dealer and to us. The details of all Honda warranties are explained in the Distributor's Limited Warranty. Normally, any problems with the product will be handled by your dealer's service department.

Sometimes, however, in spite of the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

- Discuss your problem with a member of dealership management. Often complaints can be quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
- If your problem still has not been resolved to your satisfaction, contact the Motorcycle Customer Service Department of American Honda Motor Co., Inc. The address is P.O.Box 2220, Torrance, CA90509-2220. Telephone: (310) 532-9811. [**Canadian Vehicles**: Refer to the warranty booklet that was supplied with your vehicle.] We will need the following information in order to assist you:
  - Your name, address and telephone number
  - The product model, year, and frame/VIN serial number
  - Date of purchase
  - Dealer name and address
  - Nature of the problem

After reviewing all the facts involved, you will be advised of what action can be taken.

Please bear in mind that your problem will likely be resolved at the dealership, using the dealer's facilities, equipment, and personnel, so it is very important that your initial contact be with the dealer.

Your purchase of a Honda product is greatly appreciated. We want to assist you in every way possible to assure your complete satisfaction with your purchase.